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Lloyd's Register of Shipping.



No.D.2558

Port MOBILE, ALABAMA

14th May 1942.

This is to Certify that

J.C.S. MCKENZIE

the undersigned Surveyor to this Society did at the request of the Owners' Representative survey the steel screw steamer "GULFOIL", 5189 tons gross register of Philadelphia, Pa., for the purpose of ascertaining the nature and extent of the damage stated to have been sustained by vessel encountering heavy weather March 2nd, 3rd, 5th and 6th 1942, while on a voyage from Port Arthur, Texas, to Philadelphia, Pa.

For further particulars see vessel's log books and extracts from log books below.

EXTRACT FROM DECK LOG

VOYAGE - Port Arthur, Texas, to Philadelphia, Pa.
2nd March 1942

- 4.00 a.m. Overcast, rough beam sea, shipping heavy seas and spray over all. Wind SSE 6. Bar.29.70.
7.33 Reduced speed.
- 8.00 a.m. Overcast with heavy squalls, high mountainous cross seas, vessel pitching, rolling and laboring heavily, shipping seas. Wind W'ly 6-7. Bar.29.72.
- 12.00 Mn. Cloudy, heavy sea and swell on quarters, shipping heavy water over all. Wind WNW 4-5. Bar.29.86.
- 4.00 p.m. Overcast, rough seas, shipping heavy seas. Wind W'ly 6. Bar.29.88.
- 8.00 p.m. Mostly overcast, very rough following sea and heavy swell, vessel laboring and shipping heavy seas over all. Wind W'ly 6. Bar.29.93.
- 12.00 M.N. Overcast, rough following sea and heavy swell, shipping water. Wind NW 6. Bar.29.97.

3rd March 1942

- 4.00 a.m. Part cloudy, rough sea, shipping seas and spray. Wind NW 5. Bar.29.94.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

S.S. "GULFOIL"

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(2)

3rd March 1942 (cont'd) feet of bottom plate seam started

- 8.00 a.m. Cloudy, rough beam sea and swell, shipping heavy seas, port side. Wind NW 6-5. Bar.30.01.
12.00 Nn. Shipping heavy spray, cloudy, mod. rough beam sea, port side. Wind NW 6. Bar.30.01.
4.00 p.m. Rough head sea, vessel pitching, shipping heavy seas and spray, clear. Wind WNW 6. Bar.29.96.
8.00 p.m. Clear, rough head sea and heavy head swell, vessel laboring and shipping heavy seas over all. in Nos. 7 port and Wind WNW 6. Bar.29.98. Card main cargo tanks, to
12.00 M.N. Rough head sea and swell, shipping heavy sprays and water port side. Wind WNW 6. Bar.30.04.

5th March 1942 of the above repairs all work to be tested

- 12.00 Nn. Overcast, light rain, smooth sea. Wind NE 2. Bar.30.00.
4.00 p.m. Overcast, rain, swell sea. Wind N'y 4. Bar.29.84.
7.45 Stand by, heavy rains.
8.00 p.m. Overcast, with heavy rain, rough head sea, shipping seas port side. Wind NNE 6. Bar.29.66.
12.00 M.N. Shipping heavy spray over bow and port side, rough head swell and sea, overcast with rain squalls. Wind N'y 6. Bar.29.53.

6th March 1942 the hundred fifty (150) feet of bulkhead plate

- 4.00 a.m. Overcast and rain showers, long rough sea, shipping seas and spray over all, vessel rolling and laboring heavily. Wind N'y 5. Bar.29.60.
8.00 a.m. Similar weather.
12.00 Nn. Overcast, heavy SE swell, vessel laboring heavily and shipping water over all. Wind NW 5.
4.00 p.m. Part cloudy, rough confused sea, vessel rolling, laboring, shipping seas. Wind NW 5.
8.00 p.m. Clear, rough to mod. confused sea and swell, vessel rolling heavily and shipping light sea. Wind Var. 4-3. nuts broken and part missing.
All remaining cement to be removed, nuts hardened up and all reassembled.

On April 23rd 1942, while this vessel was laying on drydock at the Works of the Alabama Dry Dock and Shipbuilding Company, Mobile, Ala., upon examination found the following damage and consequent repairs recommended:- replaced in good order as before, renewing any parts broken in removal.

SHELL PLATINGPORT SIDE"A" STRAKE (Inside Strake)

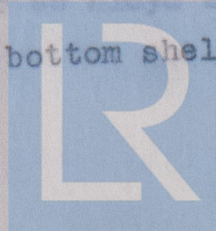
Plate No.11 fractured transversely through end rivet in longitudinal frame.
To be renewed.

"E" STRAKE (Inside Strake)

Plate No.7 fractured transversely at end of doubler fitted across bulkhead.
To be renewed.

Plate No.8 fractured transversely at end of doubler fitted across bulkhead.
To be renewed.

Expenses 15.00
Approximately twelve hundred (1200) bottom shell rivets started and leaky.
To be cut out and renewed.



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42-0096(213)

0-42-001015121

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S.S. "GULFOIL"

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(3)

Approximately fifty (50) feet of bottom plate seam started and leaky.

To be caulked, welded and properly made up.

KEEL BLOCKS

Ten (10) keel blocks to be removed for access to repairs.

CEMENT BOXES

Three (3) small cement boxes, covering started rivets in Nos. 7 port and starboard and No.8 starboard main cargo tanks, to be cut out and removed ashore.

TESTING

Upon completion of the above repairs all work to be tested on drydock and made and proven tight.

MAIN CARGO TANKS

Main cargo tanks bulkheads stated leaky.

Tanks to be tested and all leakages marked.

Approximately twenty-five hundred (2500) rivets in bulkheads and connections loose, started and leaky.

To be cut out and renewed.

Approximately one hundred fifty (150) feet of bulkhead plate seam started and leaky.

To be caulked, welded and properly made up.

Upon completion of these repairs tanks to be retested and all made and proven tight.

CLEANING

Bilges in dry cargo holds to be cleaned as required.

PROPELLER (Bronze 4 bladed removable)

Cement on propeller blade nuts broken and part missing.

All remaining cement to be removed, nuts hardened up and all recemented.

REMOVALS, REPLACEMENTS

All removals required to effect repairs, such as close ceiling in way of open floors in dry cargo hold, to be replaced in good order as before, renewing any parts broken in removal.

GAS FREE CERTIFICATE

Vessel to be certified gas free before repairs are commenced.

NOTE:- Owners cleaned & gas freed vessel en route to shipyard.

DRYDOCKING

Necessary drydocking to effect repairs.

All of the foregoing recommended repairs have been carried out and completed to my satisfaction.

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Fee \$180.00

Expenses 13.00

\$193.00

Surveyor to Lloyd's Register.



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Foundation

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