

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report: 31st Mar 1942 When handed in at Local Office: 31st Mar 1942 Port of Galveston Texas
 No. in Reg. Book: 4762 Survey held at Galveston Texas Date, First Survey: 9th March Last Survey: 23rd March 1942
 on the Wood, Iron or Steel M. V. Koll (No. of Visits: 9)

TONNAGE:— Built at Hinkemurder By whom Deutsche Werft A.G. YEAR: 1930 MONTH: 10
 GROSS 10044 Owners: Odd Bergs Tankrederi A/S Owners' Address: _____
 UNDER DK. 9312 Managers: Odd Berg (if not already recorded in Appendix to Register Book).
 NET 5891 Port belonging to: Oslo
 Surveyed Afloat 8 in Dry Dock? Both Name of Dock: Bolivar Roady Salt Destined Voyage: _____

Cell DB or DBa _____ feet; uE&B _____ feet; f _____ feet
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons.
 Only alterations in the existing records of tanks should be inserted.
 N.B.—All alterations in the existing records should be underlined.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A-1. 4-4 11-41</u>	<u>+LMC, C.S. 8-39</u>
<u>S.S. Rot. No. 2 - 39</u>	<u>11.41. 8-39</u>
	<u>D.B.S. 9-10 8-41</u>
	<u>C.L. 4-41</u>

Carrying petroleum in bulk Oil Engines
 Society's Freeboard (if assigned) as painted on Ship and now verified: _____

Last Report, No. 65067 Port GLS

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. Copy Attached

Was a damage report made by anyone else? if so, by whom? Norwegian Underwriters
 REPAIRS, OR EXAMINATION AS PER RULE, FOR Heavy weather damage alleged sustained on various dates while on a voyage in ballast from the U.K. to Galveston Texas arriving in Roads 2nd March 1942.
Now Done due damage - Vessel placed on dry dock, the bottom keel & rudder cleaned examined & coated, Damage repairs - The rudder removed, its top & bottom bearings, reconditioned & rewooded, forced true & all new studs installed for bearing caps.
The rudder post removed from top & bottom horizontal flanges & the top & bottom bronze liners in way of bearings were recast on post, tried in lathe & flange faces cleaned off & replaced with all new body bound bolts, The rudder palm key was reconditioned & all replaced as original & rudder raised 1/2". Rudder coupling bolts renewed with.
The bottom scattered rivets in cargo & D.B. fresh water tanks were made tight & fresh water tanks cement washed, The started main deck rivets were caulked & proven tight.

SUMMARY OF DAMAGE REPAIRS:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								Repairs to rudder, made deck fittings, shell, B'head & deck riveting made good etc. as per report.
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>✓</u>	Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Felt.) <u>✓</u>
Caulking of Decks <u>"</u>	Ceiling <u>✓</u>	Coal Bunkers, Openings, Covers, &c. <u>✓</u>	When fitted, Month <u>✓</u> Year <u>✓</u>
Coamings <u>"</u>	Cement or Asphalt <u>✓</u>	Oil Bunkers <u>✓</u>	Boats <u>Good</u>
Beams & Fastenings <u>✓</u>	Rudder <u>Good</u>	Scuppers <u>✓</u>	Masts, Yards, &c. <u>✓</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good</u>	Condition, how ascertained (State if wedges removed.) <u>et</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>et</u>
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>✓</u>	Anchors, No. of <u>3 bows 1 stream</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Cables (State if now ranged) <u>yes</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>✓</u>	" length <u>300 fms</u> mean diam. <u>2 1/8</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stenson <u>✓</u>	" Rule length <u>300 fms</u> size <u>2 1/8</u>
Decks <u>✓</u>	Air and Sounding Pipes <u>✓</u>	Transoms, Pointers & Crutches <u>✓</u>	Chain Locker <u>✓</u>
Inner Bottom Plating <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Timbers of Frame at openings <u>✓</u>	Hawsers & Warps <u>Good</u>
Have the Tanks been examined internally? <u>✓</u>		" " at other places <u>✓</u>	Standing and Running Rigging <u>✓</u>
Have the Tanks been tested? <u>✓</u>		Stringers, Clamps & Shelves <u>✓</u>	Sails <u>✓</u>

General Observations, Opinion as to Class, Recommendation, &c. —
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel so far as now seen is in good & safe condition eligible in my opinion to remain as classed with fresh record of survey 3-42, Subject etc (S.R. list being effected) previously recommended to encanted bottom plating, port side forward being dealt with at owners convenience.

Survey Fee (per Section 29) £ _____	Fees applied for, <u>31/3/42</u>	Received by me, <u>Erni Rennie & M. Dickson</u>
Special Damage or Repairs Fee (if any) (per Sec. 29) £ <u>130.00</u>		Surveyor to Lloyd's Register of Shipping
Selling Expenses (if chargeable) £ <u>2.00</u>		
Late Fee (w/c) £ <u>10.00</u>		
and Surveyor's Fee (if any) £ _____		

Committee's Minute _____
 Character Assigned 100A1 carrying Petroleum in bulk. Subject H. & M.
 NEW YORK APR 8 1942
 Lloyd's Register Foundation
 W49.0037 (1/1)

Cont. Damage Repairs (Contol.) "M.V. Kolls"

- One ventilator section on Starb side of poop, renewed,
- The motor boat chock, was replaced & refastened,
- The Port side light wood platform was, renewed,
- The Land wire reel on poop, was faired & refastened in position
- Six port light glasses were, renewed.
- Five fastening hangers for internal pipes in smoke stack, renewed,
- Two buckled vent lines on after well deck, renewed (about 5 feet long)
- One 4" globe valve on Port side after deck catwalk, renewed,
- Five fastening clips to vent pipe along catwalk, renewed & vent secured
- The cargo lines were tested & made & proven tight
- & the cargo tank bulkheads searched & slight leaks caulked tight,

note-

To effect the rudder & post repairs, the forward stream line fair-water part of rudder, of welded plate construction was cut away & rudder removed in two parts, to facilitate removal of post for repairs & on replacement the rudder welded on the two vertical cuts & then stiffened over welds by an 8" wide by 3/8" thick steel plates, & tested out satisfactorily under working conditions.

Owners Repairs, The anchor windlass brake bands Pt & St, now renewed. The anchors & cables ranged, examined & replaced in good order. & other minor deck repairs.

M.D

(S.R.) Nothing was done towards fairing indented bottom plating (P.S.F) at this time, which upon examination was found sound & tight & very minor. & in my opinion repairs could be deferred to owners convenience M.D.

Cert B issued 2 copies (nor) herewith
Rpt 10 " 1 copy "

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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W49-0037 (2/2)