

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 31<sup>st</sup> Mar 1942 When handed in at Local Office 31<sup>st</sup> Mar 1942 Part of Galveston Texas  
No. in Reg. Book 44622 Survey held at Galveston Texas Date, First Survey 9<sup>th</sup> March Last Survey 23<sup>rd</sup> March 1942  
on the Wood, Iron or Steel M. V. Koll (No. of Visits 9)

TONNAGE:— Built at Hinkley By whom Deutsche Werft A.G. YEAR 1930 MONTH 10  
GROSS 10044 Owners Odd Bergs Tankrederi A/S Owners' Address Oslo  
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 Gal. D.D. S. S. Destined Voyage Oslo

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.

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

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. 11.41</u>	<u>+LMC, C.S. 8-39</u>
<u>SS, Rot. 11.41</u>	<u>11.41. 8-39</u>
	<u>D.B.S. 9-8.41</u>
	<u>C.L. 4-41</u>
<u>Carrying petroleum in bulk</u>	

Society's Freeboard (if assigned) as painted on Ship and now verified Wasted

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 2<sup>nd</sup> March 1942.  
Now Done due damage—Vessel placed in dry dock, the bottom, keel & rudder cleaned examined & coated. Damage repairs—The rudder removed, its top & bottom bearings, reconditioned & rewooded, bore 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 chased off & replaced with all new body bound bolts. The rudder palm key was reconditioned & all replaced as original & rudder raised 1". 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								<u>Repairs to rudder, made deck fittings, shell, B. head &amp; deck riveting made good etc. as per report.</u>
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>	
Beams & Fastenings <u>✓</u>	Rudder <u>Good</u>	Scuppers <u>✓</u>	Boats <u>Good</u>
Outside Plating <u>Good</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>Good</u>	Masts, Yards, &c. <u>✓</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Condition, how ascertained (State if wedges removed.) <u>✓</u>
Frames <u>✓</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>✓</u>	Equipment letter <u>CT</u>
Reverse Frames <u>✓</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>✓</u>	Anchors, No. of <u>3 bow 1 stream</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>✓</u>	Cables (State if now ranged) <u>yes</u>
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>✓</u>	" length <u>300 fms</u> mean diam. <u>2 1/8</u>
Boors <u>✓</u>	Air and Sounding Pipes <u>✓</u>	Transoms, Pointers & Crutches <u>✓</u>	" Rule length <u>300 fms</u> size <u>2 1/8</u>
Keelsons <u>✓</u>	Doubling Plates under Sounding Pipes <u>✓</u>	Timbers of Frame at openings <u>✓</u>	Chain Locker <u>✓</u>
Ringers <u>✓</u>		" " at other places <u>✓</u>	Hawsers & Warps <u>Good</u>
Inner Bottom Plating <u>✓</u>		Stringers, Clamps & Shelves <u>✓</u>	Standing and Running Rigging <u>✓</u>
Have the Tanks been examined internally? <u>✓</u>		Salting (State if examined.) <u>✓</u>	Sails <u>✓</u>
Have the Tanks been tested? <u>✓</u>			

## General Observations, Opinion as to Class, Recommendation, &amp;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 to (S.R. list being effected) previously recommended to encanted bottom plating, port side forward being dealt with at owner's convenience.

Survey Fee (per Section 29) £ 130.00  
Special Damage or Repairs Fee (if any) (per Sec. 29) £ 2.00  
Selling Expenses (if chargeable) £ 10.00  
Late Fee (if any) £ 10.00  
Surveyor's Fee (if any) £ 10.00

Fees applied for, 31/3/42

Received by me, 19

Ami Rennie & M. Dickson

Surveyor to Lloyd's Register of Shipping

Committee's Minute

NEW YORK APR 8 1942

Character Assigned 100A1 carrying petroleum in bulk

Subject H & M.

Lloyd's Register  
Foundation

W49-0037 (1/1)



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

One ventilation section on Starb side of poop, renewed,  
 The motor boat chock, was replaced & refastened,  
 The Port side light wood platform was, renewed,  
 The hand 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 7/8" thick steel plates & tested out satisfactorily under working conditions.

Owners Repairs. The anchor windlass brake bands Pt & St. were 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 <sup>repairs</sup> could be deferred to anners convenience M.D.

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



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W49-0037 (2/2)