

COPY.

Lloyd's Register of Shipping.



Port Galveston, Texas.

March 30, 1942.

This is to Certify that

MALCOLM DICKSON

the undersigned Surveyor to this Society did at the request of the owners representative, Survey the

M/V "Koll", 10044 tons gross of Oslo,

in order to ascertain the nature and content of damage alleged to have been sustained on various dates by heavy weather encountered while on voyage in ballast from the U.K. to Galveston, Texas, arriving in Roads at Galveston on 2nd March, 1942.

For Further Particulars, Please See Vessel's Log Books.

On the 2nd March, 1942 the vessel was examined afloat at anchorage and recommendations made to dry dock the vessel for further survey around rudder. On the 9th March and subsequent dates while she lay afloat and on dry dock at the plant of Todd Galveston Dry Dock, Inc., the undersigned upon examination.

FOUND

The rudders position worn low and the bottom bearing around rudder post. All studs broken the bearing cap lying in bottom of stream line fair water, the top bearing loose, all bearings wood destroyed and both top and bottom bearings liners on post loose, torn, and destroyed the rudder palm had been working, bolts loose and one broken.

Slight leaks in bottom of fresh water double bottom tanks.

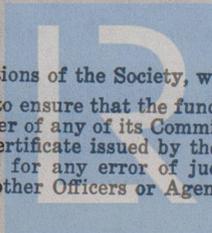
RECOMMENDED

That the rudder be removed to shop and bearing solid seats be reconditioned, all studs in both bearings renewed bearings entirely rewooded, the rudder post removed, cleaned off in way of bearing liners, and liners be cast on Post as original, the whole being replaced with new rudder, post flange bolts and rudder, palm bolts and rudder be raised about $\frac{1}{2}$ " and tested out on completion.

They be cleaned out, leaks made and proven tight and cement washed.

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."



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Foundation

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Starboard donkey boiler being repaired as previously recommended

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M/V "KOLL"

-2-

FOUND

RECOMMENDED

Several leaky seams and rivets scattered over bottom.

They be made tight by caulking and welding.

Several main deck rivets scattered, were found slightly started.

To be caulked or welded and proven tight, and proportion of gas tested charges.

One section of ventilator on starboard side of poop buckled.

Buckled section to be renewed.

One motor boat chock disturbed and displaced.

To be reconditioned and refastened.

Port side wood platform of side light broken.

To be renewed.

The poop hand wire reel and supports shifted and bent.

To be faired and resecured.

Six port glasses broken.

To be renewed.

Five fastening hangers for pipes in smoke stack loose and distorted.

To be renewed and refastened.

That the cargo lines be searched and tested for leaks and made tight as necessary.

Tank bulkheads be searched for possible leaks and made tight.

Two vent lines on port & starb. sides after well deck buckled for about 5 feet long.

These sections be renewed.

One 4" globe valve on port side of catwalk on after deck fractured.

To be renewed.

One vent pipe along catwalk, fastenings disturbed and loose.

Five fastening clips to be renewed.

Machinery

The port engine cam shaft loose and fastenings screws missing.

To be refastened and extra fastenings screws installed.

One side bearing gib plate missing and fastenings screws broken on starb. main engine reversing clutch on end of cam shaft.

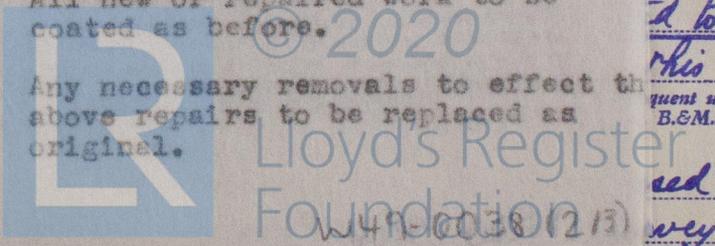
A flanged gib plate be made and installed and fastened on flange instead of old fastenings.

Port and starboard main engine respectively, No.3 cylinder reported giving trouble.

To be opened for examination of piston etc., and afterwards reclose in good order.

All new or repaired work to be coated as before.

Any necessary removals to effect the above repairs to be replaced as original.



Starboard donkey boiler being repaired as previously recommended

