

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."



M/V "KOLL"

-2-

FOUND

Several leaky seams and rivets scattered over bottom.

Several main deck rivets scattered, were found slightly started.

One section of ventilator on starboard side of poop buckled.

One motor boat chock disturbed and displaced.

Port side wood platform of side light broken.

The poop hand wire reel and supports shifted and bent.

Six port glasses broken.

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

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

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

One vent pipe along catwalk, fastenings disturbed and loose.

Machinery

The port engine cam shaft loose and fastenings screws missing.

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

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

RECOMMENDED

They be made tight by caulking and welding.

To be caulked or welded and proven tight.

Buckled section to be renewed.

To be reconditioned and refastened.

To be renewed.

To be faired and resecured.

To be renewed.

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.

These sections be renewed.

To be renewed.

Five fastening clips to be renewed.

To be refastened and extra fastenings screws installed.

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

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.

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Starboard donkey boiler being repaired as previously recommended



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M/V "KOLL"

-3-

FOUND

RECOMMENDED

Port

Necessary drydocking to effect repairs and proportion of gas freeing charges.

The foregoing recommendations were made in order that this vessel might be restored to the same good and efficient condition as prior to alleged damage sustained and have been completed to my satisfaction.

This is to Certify that I have

*Lin Rennie & M. Dickson*

Surveyed the *Alma Saxon* Surveyors to Lloyd's Register of Shipping.

at *Holburn Works, Glasgow, on the 2nd March, 1942* and subsequently at *Ford's Dry Dock, Ltd., on account of* stated encountering heavy weather during ballast voyage from *H.M. to Glasgow, arriving 2nd March, 1942.*

and that I have transmitted to the Committee of Lloyd's Register of Shipping, London, a Report, stating that all repairs recommended by me have been completed to my satisfaction, and

that I have recommended that she be classified as *Classed*

*since 1942, with (first period of survey 3, 42 (March 1942)*

Subject as previously recommended as *indented bottom plating.*

port side *forward* being *repaired* as *previously recommended.*

being fit to carry *passengers* in *bulk.*

*Lin Rennie & M. Dickson*

Surveyors to Lloyd's Register.

This Certificate is issued upon the terms of the Regulations and Bye-Laws of the Society, which provide that—

"While the Committee of the Society has taken steps to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any of its Committees or Agents is responsible for any entry in the Register Book or for any error of judgment, default or negligence of any of its Committees or any Agents thereof, or for any loss or damage sustained by the vessel or its cargo or its crew or passengers."



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Starboard donkey boiler being repaired as previously recommended (per Section 29)