

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

Date of writing Report 15th June 48 When handed in at Local Office 15 June 1948 Port of GALVESTON, TEXAS.

No. in Survey held at Galveston, Texas Date, First Survey 26th May Last Survey 9th June 1948  
Reg. Book. 95528  
57685 on the S.S. THEOBALDIUS Ex SILVER CREEK (No. of Visits continuous)TONNAGE:— Built at Portland, Oregon By whom Kaiser Co. Inc. When 1945 8  
GROSS 10662 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address  
UNDER DK. 9489 (if not already recorded in Appendix to Register Book).  
NET 6322 Managers Port belonging to London  
Todd's No. 2 D.D.

Surveyed Afloat or in Dry Dock? Both Name of Dock &amp; Todd's wharves Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet 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. Port

(Periodical Surveys, when held, must be reported in detail and seriatim 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 not required

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

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A-1	B.S. 10-47
examined 10-47	
Docking 10-47	
Classification contemplated.	
Camping out in bulk	
Society's Freeboard (if assigned) as painted on Ship and now verified	9 ft. 2 3/4 ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR (1) Special Survey (2) Repairs (3) Damage stated to have been sustained (a) Through heavy weather at sea, Curacao to Hamburg, 23 January 1948 (b) Through

colliding with pier entering Punta Cardon, Venezuela, 15th February 1948 (c) Through colliding with locks, leaving Swansea, 8th April 1948 (d) When hoisting foremast derrick Portside, the derrick gooseneck pin fractured aft Galveston 26th May 1948. (Items 1 to 4) Unknown damage.

Now Done: Vessel placed in dry dock, hull, bottom and rudder, stern frame and stem cleaned, examined, found or now placed in good condition.

(1) Special Survey now done, examined all cargo tanks, forehold, ammunition spaces, fore aft, cofferdams, pumprooms, fore and aft peaks, chain lockers, space under bridge, engineroom and boiler spaces as cleared for survey, steel work throughout all parts of the vessel and found or now placed in good condition. All engine room double bottom tanks, forward deep tanks, PTO

## SUMMARY OF DAMAGE REPAIRS:—

Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed							
Removed and Faird or Repaired							
Faird or Repaired in place							

## PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers Good	Boats
Beams & Fastenings	Rudder Good	Scuppers	Masts, Yards, &c. Good
Outside Plating	Steering gear and its connections Good	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter from aloft
Frames Good	Have pumps been examined and found efficient? yes	Planking	Anchors, No. of & none
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged) DB 1-S
Longitudinals	Have Watertight Doors been examined and found efficient? yes	Treenails	" length Yes mean diam.
Transverses	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson	" Rule length 300 size 2 5/16
Floors	Air and Sounding Pipes Good	Transoms, Pointers & Coaches	Chain Locker 330 2 5/16
Keelsons	Doubling Plates under Sounding Pipes yes	Timbers of Frame at openings	Hawsers & Warps Good
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally? yes		Salting (State if examined.)	
Have the Tanks been tested?			

## 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 is in good condition and eligible, in my opinion, to remain as classed

and to have the record of survey 6-48 and the notation of S.S. Gal. 6-48, subject to permanent repair being effected to shell plate F-10; G-4-10-12 and 13; H-11, 12, 13 and 14 (P) at the first opportunity and the fitting of oil gutterways in way of oil bunkers in E.R. and 30 fathoms of cable being supplied.

Survey Fee (per Section 29)	\$ 1900.	Fees applied for, July 6, 1948
Special Damage or Repair Fee (if any) (per Sec. 29)	\$ 263.	Received by me, 19
Travelling Expenses (if chargeable)	\$ 45.	
Second Surveyor's Fee (if any)		

## Committee's Minute

Character Assigned 100 A1 (Class contemplated)

S.S. complete Docking date 6-48

on 1st hull res. 10.5.48 S O 1169

Subject

N.Y.K. Co. 14.10.48

002870-002875-0034



all cargo tanks and cofferdams examined internally, found or now placed in good condition, and tested with a head of water as required by the rules and found tight. Decks, casings, hatches with hinged covers, vents with coamings and covers, air, gas and sounding pipes, plates under sounding pipes, windlass, Hydro-electric steering gear with telemotors and hand gear with its connections, pumps, W.T.doors, scuppers, skylights, boats, masts with deck angles and rigging, anchors, chain cables ranged, hawsers and warps and general equipment examined and all found or now placed in good condition.

Freeboard verified (Loadline certificate No. 26498 expires 31st Oct. 1948).

The Special Survey rule requirements have now been complied with.

Rudder, corroded welding of lugs veed out and rewelded. Rudder trunk outer collar plate renewed.

Ladders repaired in Centre tanks Nos. 3-4-5-6-7 and 8 also Wing tanks  
Starboard No. 6 and Port No. 8.      Ships gangway repaired.

Steam heating coils and steam smothering lines tested and proven tight.

Portside A strake bottom plating under pumproom, thwartship butt welding

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

## ANCHORS.

[illegible]

## CHAIN CABLES.

The following fractures were noted, in way of wasted welding in the forward transverse bulkhead of centre tanks Nos. 2-6-7 and 8, all to starboard of centerline, and in transverse forward bulkhead of wing tanks Nos. 6 and 9)(starboard) and No. 8 (Port) and except for W.T.(P) No. 6 at 3 feet up and No. 7 at 5 feet up, remainder of fractures were at average height of 12 feet from bottom. All wasted welding with fractures, ranging from 6" to 12" were drilled, veed and rewelded. Tanks tested and proven tight. Windlass brakes relined. Minor repairs carried out to vessel and equipment as found necessary.