

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11th Oct., 1948 When handed in at Local Office 11th Oct., 1948 Port of Galveston, Texas

No. in Survey held at Galveston, Texas Date, First Survey 23rd Sept. Last Survey 8th Oct., 1948
(No. of Visits 13)

8057 on the ~~Wood Iron~~ Steel S/S "TROCHISCUS" YEAR MONTH

TONNAGE:— Built at Portland, Ore. By whom Kaiser Co., Ltd. When 1944

GROSS 10668 Owners Anglo-Saxon Petroleum Co., Ltd. Owners' Address
(if not already recorded in Appendix to Register Book)

UNDER DK. 9489 Managers Port belonging to London

6319veyed Afloat or in Dry Dock? Both Name of Dock Todds D. D. No. 3 Destined Voyage
& Piers

LD Bor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
al capacity tons. FPT. tons; APT. tons; MT. feet tons. } precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

st Report, No. Port

Medical 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.

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.

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? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR (1) Special Survey, (2) Repairs, (3) Damage stated to have been sustained (1) during Heavy Weather 26th February, 1948 Aruba to Glasgow, pump room extraction ventilator top (P) mushroom section washed overboard and ladder handrail aft (S) broken, (2) 8th May, 1948 Corpus Christi to Hull, portable section of handrail forward (P) washed overboard.

For further particulars please see vessel's log books.

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

Special Survey - now done, examined all cargo tanks, forehold, ammunition spaces, fore & aft bermdams, pumprooms, fore and aft peaks, chain lockers, space under bridge, engine room 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, all cargo

Summary of Damage Repairs:—

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—	(P.T.O.)
Renewed	-	-	-	-	-	-	-	-	
Removed and Faired or Repaired	-	-	-	-	-	-	-	-	
Faired or Repaired in place	-	-	-	-	-	-	-	-	

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Condition of Decks	Good	Good	Good	Good	Good	Good	(State if on Felt.)
Plating	Good	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	Good	When fitted, Month	Year
" in way of sidelights	"	Cement or Asphalt	-	Oil Bunkers	Good	Boats	Good
Frames	"	Rudder	Good	Scuppers	"	Masts, Yards, &c.	Good
Bottom Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	Aloft & deck
the Tanks been examined internally?	Yes	Windlass	"	Hatches	"	(State if wedges removed.)	
the Tanks been tested?	Yes	Have pumps been examined and found efficient?	Yes	Planking	-	Equipment letter	gt
		Have Sluice Valves been examined and found efficient?	-	Caulking	-	Anchors, No. of	3 B. 1 S.
		Have Watertight Doors been examined and found efficient?	Yes	Treenails	-	Cables (State if now ranged)	Yes
		Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	" length 270 mean diam. 2 5/16	
		Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	" (on board) 330 size 2 5/16	
		Doubling Plates under Sounding Pipes	Yes	Timbers of Frame at openings	-	Rule length	
				" " at other places	-	Chain Locker	Good
				Stringers, Clamps & Shelves	-	Hawsers & Warps	"
				Salting (State if examined.)	-	Standing and Running Rigging	Good
					-	Sails	-

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 is in good condition and eligible, in our opinion, to remain as classed and to have the record of Survey 10,48 and the notation of S.S.Gal. 10,48, subject to permanent repairs being effected to shell plates G5, F7, J18, K18 (P) and G15, H2 and 15, J1 and 15 (S) at the first opportunity and 60 fathoms of cable being supplied.

Survey Fee (per Section 29)	£	\$1900.00	Fees applied for, 11/10/1948
Special Damage or Repair Fee (if any) (per Sec. 29)	£	60.00	Received by me, Bloomfield & James Luckley
Late Fee	£	20.00	Surveyor to Lloyd's Register of Shipping
Travel Expenses (if chargeable)	£	21.00	
Phone Calls	£	10.00	
London Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned 100A1-10,48 GAL. subject. Closed 10,48 carrying Petroleum in bulk fitted for oil fuel F.P. above 15000. S.S. GAL. 10,48. D. 10,48. S.O. 13/12

Handwritten notes and signatures in the top right corner.

Is Certificate required? If so, to be sent to 002956-002969-0254 1/2



S/S "TROCHISCUS"

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. 27204 expires 28th February, 1949) withdrawn and Provisional Certificate issued, to expire 31st April, 1949.

(2) Repairs Now Done

Rudder, corroded welding of lugs and seams veed and rewelded, top pintle examined and retightened with new washer under nut.

Propeller rod guard renewed.

Windlass brakes relined, P. & S.

Deck rails faired and repaired as necessary. Forecastle deck renewed five feet of rail, also renewed portable section in way of port side bunkering station forward.

Renewed two broken portlight glasses, midship accommodation.

No. 6 lifeboat rivethole in shell at fore end of keel welded and three sets of boat gribes renewed.

Heating coils in center tanks Nos. 2 to 9 found in poor condition were removed and connections blanked off. One length of bunker heating coil renewed.

Standard compass on wheelhouse top with gyro repeater relocated on raised platform 3 feet above deck.

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight Ex. Stock, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, When and where tested and Superintendent.

Wheelhouse compass relocated 6" aft and 6" higher than original position, all to Owners specification.

Corroded seam of shell plate in way of Port side wing tank No. 8 in E to F strake veed and three feet rewelded.

Forepeak plating, F2 (P. & S.) in way of top of brackets on ammunition flat, found fractured horizontally 3" on two brackets aft of frame No. 93, veed out and welded, peak tested and proven tight.

Steam smothering lines tested and CO2 system reconditioned by W. Kidde Co.

Bilge keel (S) foremost lug welding found fractured in way of shell connection, veed and rewelded.

Fore deep tank, renewed wire gauze on goose neck vents (1P 1S).

The following fractures were noted in way of wasted welding in way of -

Transverse bulkhead between No. 2 and No. 3 center cargo tanks

Transverse bulkhead between No. 3 and No. 4 center cargo tanks

Transverse bulkhead between No. 5 and No. 6 center cargo tanks.

Transverse bulkhead between No. 7 and No. 8 center cargo tanks

Transverse bulkhead between No. 8 and No. 9 center cargo tanks

Transverse bulkhead between No. 3 and No. 4 port wing tanks

Transverse bulkhead between No. 4 and No. 5 port wing tanks

Transverse bulkhead between No. 5 and No. 6 port wing tanks

Transverse bulkhead between No. 3 and No. 4 starboard wing tanks

Transverse bulkhead between No. 5 and No. 6 starboard wing tanks

Transverse bulkhead between No. 7 and No. 8 starboard wing tanks

Transverse bulkhead between No. 9 starboard wing and aft cofferdam

Longitudinal bulkhead between No. 4 center and No. 4 starboard wing tanks

Longitudinal bulkhead between No. 6 center and No. 6 starboard wing tanks

Longitudinal bulkhead between No. 7 center and No. 7 port wing tanks

All wasted welding with fractures ranging from 4" to 12" were drilled, veed and rewelded. Tanks tested and proven tight.

Minor repairs carried out to vessel and equipment as found necessary.

Eight riveted crack arresting straps on hull bottom, sides and deck as per Todd's Drawing T2-1101-19 Aft 1 and approved April 20th, 1948, were fitted at this docking.

Bottom shell straps at 3'-4" outboard of longitudinal bulkhead (P&S), of 40-8 lb. plate at 12 1/2" wide of riveted construction, 1" dia. rivets, four rows.

Side shell straps on F strake (P&S), 9" above longitudinal No. 12 of 40-8 lb. plate x 16 1/2" wide of riveted construction, 1" dia. rivets, six rows.

Side shell straps on J strake (P&S), 9" above longitudinal No. 3 of 40-8 lb. plate (midship bridge section 50 lb. plate) x 16 1/2" wide, 1" dia. rivets, six rows.

Deck straps at 18" outboard of longitudinal bulkhead (P&S), of 40-8 lb. plate x 12 1/2" wide of riveted construction, 1" dia. rivets, four rows.

All riveting with maximum spacing of 3 3/4". Strap butts welded as detailed on above drawing. Deck and hull plating cut by burning at the center of each strap. Stopper holes drilled at forward and after ends of cut, prior to burning.

Rat holes of 2" half circles cut in each transverse web.

Kingpost (P&S), deck doublers cropped and rewelded. Kingpost cut back on outboard side and flat section welded in. Outboard deck brackets (2) for Kingpost renewed, extending 18" outboard of original brackets.

On completion of work, all tanks tested and straps proven tight.

Damage

(1) Pumproom extraction ventilator washed overboard, new mushroom top to original construction installed at this docking and ladder handrail on starboard deck aft repaired.

(2) Section of portable handrail Port side forward washed overboard, renewed at this time.

ough to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Special Reason List No. 96

Supply 30 fathoms chain cable first opportunity. As vessel's present equipment of anchor cable is 270 fathoms the subject against this vessel has been increased to 60 fathoms.

Indented shell plates (PSF), this item was not dealt with at this time.



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