

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20th Sept 1948 When handed in at Local Office 20th Sept. 1948 Port of Galveston, Texas

No. in Survey held at Galveston, Texas Date, First Survey 31st Aug. Last Survey 17th Sept., 1948  
g. Book. (No. of Visits 10)

78058 on the Wood Iron or Steel S/S "TROCHURUS" ex "COUNCIL CREST" YEAR MONTH

TONNAGE:— Built at Portland, Ore. By whom Kaiser Co., Inc. When 1945

GROSS 10668 Owners Anglo-Saxon Pet. Co., Ltd. Owners' Address  
UNDER DK. 9489 (if not already recorded in Appendix to Register Book).  
NET 6318 Managers Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Todds D. D. Destined Voyage  
Todds Piers

Classification (which must be inserted precisely as in Register Book & Supplements)  
100A1  
Classification Contemplated  
Examined 1-48  
Carrying Petroleum in Bulk

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).

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

Previous 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.

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

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, found sheer strake

late and first below sheer, K & J14 (S), in way of No. 9 wing tank indented in way of top shell

brakes, cause unknown.

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 & after

cofferdams, 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

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 (P.T.O.)

SUMMARY OF DAMAGE REPAIRS:—

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

PRESENT CONDITION OF THE

Good Bulkheads Good Engine Room Skylights Good Copper, or Y.M. (State if on Felt.)

Good Ceiling - Coal Bunkers, Openings, Covers, &c. - When fitted, Month Year

Good Cement or Asphalt - Oil Bunkers Good Boats Good

Good Rudder - Scuppers " Masts, Yards, &c. "

Good Steering gear and its connections - Cargo Hatchways " Condition, how ascertained From deck (State if wedges removed.)

Good Windlass - Hatches " Equipment letter

Good Have pumps been examined and found efficient? Yes Planking - Anchors, No. of 3 B. 1 S.

Good Have Sluice Valves been examined and found efficient? - Caulking - Cables (State if now ranged) Yes

Good Have Watertight Doors been examined and found efficient? Yes Treennails - " length 300 mean diam. 2 5/16 (on board)

Good Have Ventilators and their Coamings been examined and found efficient? Yes Breasthooks & Stemson - " Rule length 330 size 2 5/16

Good Air and Sounding Pipes Good Timbers of Frame at openings - Chain Locker Good

Good Doubling Plates under Sounding Pipes Yes Stringers, Clamps & Shelves - Hawser & Warps "

Good 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 9,48 and the notation of S.S. Gal. 9,48, subject to permanent repairs

being effected to indented shell plating, etc. (SSF) and 30 fathoms of cable being supplied first opportunity, as previously recommended.

Water Capacity 314.23 Tons

60.07

803.00

759.27 Fee (per Section 29) £ \$1900.00

114.22 Freeboard £ 60.00

132.94 Damage or Repair Fee (if any) £

Expenses (if chargeable) £ 5.00

Phone Calls £ 10.00

Surveyor's Fee (if any) £

Committee's Minute

Character Assigned 100A1-9,48 GAL. subject

Carrying Petroleum in Bulk

Classed 9,48

with an oil fuel FP above 150°F.

NEW YORK OCT 20 1948

Received by me, London 1948

James Tunley + Bloomfield

Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

S.O.L. 13/12 N.Y.K. L. 12.1.49

Is Certificate required? If so, to be sent to

00332-0025

covers, vents with coamings and covers, air, gas and sounding pipes, plates under sound- ing 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. 27067 expires 31st January, 1949). Provisional Certificate issued dated 11th September, 1948 to expire 31st March, 1949.

It was not considered necessary to drill the shell plating.

The Special Survey rule requirements have now been complied with.

(2) Repairs now done:

Rudder trunk lower collar plate renewed.

Stern frame at top of arch, starboard side, corroded area cleaned and built up and welded over.

Ladders repaired in Center cargo tank Nos. 4, 6 and 8.

Cargo valve extension rods freed and repaired as found necessary.

Fore deck tank vent metal ball repaired and gauze screen renewed.

Fore and aft cofferdam sounding pipe plugs removed and renewed.

Main cargo and stripping pipelines tested.

The following fractures were noted in way of wasted welding at the junction of vertical stiffener at lowest bulkhead corrugation in forward end of No. 7 center tank (SS), also between No. 6 and 7 center tank bulkheads and No. 8 center tank bulkhead.

Steam heating coils and steam smothering lines tested, repaired as necessary and proven tight.

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.

Chain lockers cleaned and recoated.

Gangway davits removed from forward and installed on main deck, aft, P. & S.

CO2 fire extinguishing equipment reconditioned and placed in good condition.

Portable fire extinguishing equipment relocated to Owners requirements.

Three portlight glasses in aft accommodation renewed.

Spark arrester gauze renewed in two poop deck mushroom ventilators.

Poop deck, galvanized iron 2" dia. scupper pipes, (1P. 1S) installed to drain to main deck.

(See Contn.)

S/S "TROCHURUS"

Upper navigation bridge, installed 2" dia. galvanized iron scupper pipes to deck below.

Anchor windlass wild cat locking gear repaired (P. & S.).

Wheelhouse standard compass relocated 6" aft of original position, at Owners request, also top of wheelhouse compass and gyro bearing repeater relocated on raised platform.

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 out-board 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 repairs now done

Sheer plate and first below sheer strake plate (S) in way of No. 9 wingtank indented and in line of strap to be installed. Plates faired in place completing this damage item.

Special Reason List No. 96

Supply 30 fathoms chain cable first opportunity, not yet dealt with.

Indented shell plating, etc. (SSF) not dealt with at this time.

James Dudley Bloomfield

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.