

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21/2 1944 When handed in at Local Office 25/2/44 1944 Port of NEWCASTLE-ON-TYNE
No. in Reg. Book. 23818 Survey held at Blyth Date, First Survey 17th August 1942 Last Survey 2nd February 1944
(No. of Visits 180)

on the Wood, Iron or Steel Le. M.V. "ERODONA"
TONNAGE: GROSS 5556 Net 3588
By whom N.V.C. Van Der Giesen (Zonijs) Schips. When 1937 3
Owners Anglo Saxon Petroleum Co Ltd Owners' Address (if not already recorded in Appendix to Register Book).
Managers Port belonging to London.

Surveyed Afloat or in Dry Dock? both Name of Dock Blyth DO & SB Co Ltd 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. 114623 Port Liv

(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 Yes, to Owners
Society's Freeboard (if assigned) as painted on Ship and now verified GOOD

Representative not required Was a damage report made by anyone else? if so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage alleged to have been sustained through enemy action (torpedo) off Iceland on 15th March 1941. Voyage Homeward bound loaded with benzine.

Note As a consequence of the above enemy action, the after part of this vessel from N°84 bulkhead on Port side and from N°68 bulkhead on Starboard side (and from approximately N°80 bulkhead at centre line) was broken away and sunk.

The salvaged forward part of the vessel was towed from Iceland and placed in dry dock at Blyth where, after the necessary repairs had been carried out to the torn and badly buckled plating and internal structure at the after end of this portion, a complete new after part was built on in conformity with the Society's Rules and Regulations and the Secretary's letter. The scantlings and arrangements being in accordance with, or equivalent to those shown on the approved plans. (See Report 1 attached)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	12	3	3 Bulkheads renewed + 2 Bldg plates renewed				7 + 2 part	(See Continuation Sheet, No. 1)
Removed and Faird or Repaired	4 + 3 part	9	2 complete stringers removed				also see over for cable particulars	
Faird or Repaired in place		7	14 Ranges this renewed (Frame this)				2	

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Deck <u>good.</u>	<u>good.</u>	<u>good.</u>	When fitted, Month Year
Caulking of Decks <u>good.</u>	Ceiling <u>good.</u>	Coal Bunkers, Openings, Covers, &c. <u>good.</u>	Boats <u>good.</u>
Coamings <u>good.</u>	Cement or Asph. in Plats. <u>good.</u>	Oil Bunkers <u>good.</u>	Masts, Yards, &c. <u>good.</u>
Beams & Fastenings <u>good.</u>	Rudder <u>good.</u>	Scuppers <u>good.</u>	Condition, how ascertained from deck (State if wedges removed.)
Outside Plating <u>good.</u>	Steering gear and its connections <u>good.</u>	Cargo Hatchways <u>good.</u>	Equipment letter <u>AT</u>
" " in way of sidelights <u>good.</u>	Windlass <u>good.</u>	Hatches <u>good.</u>	Anchors, No. of <u>2 B. 15.</u>
Frames <u>good.</u>	Have pumps been examined and found efficient? <u>yes.</u>	Planking	Cables (State if now ranged) <u>yes.</u>
Reverse Frames <u>good.</u>	Have Sluice Valves been examined and found efficient? <u>yes.</u>	Caulking	" length <u>225</u> mean diam <u>2 3/8</u>
Longitudinals <u>good.</u>	Have Watertight Doors been examined and found efficient? <u>yes.</u>	Treenails	" (on board) <u>270</u> size <u>2 5/16</u>
Transverses <u>good.</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes.</u>	Breasthooks & Stemson	Chain Locker <u>good.</u>
Floors <u>good.</u>	Air and Sounding Pipes <u>good.</u>	Transoms Pointers & Crutches	Hawsers & Warps <u>good.</u>
Keelsons <u>good.</u>	Doubling Plates under Sounding Pipes <u>good.</u>	Timbers of Frame at openings	Standing and Running Rigging <u>good.</u>
Stringers <u>good.</u>		" " at other places	Sails
Inner Bottom Plating <u>good.</u>		Stringers, Clamps & Shelves	
Have the Tanks been examined internally? <u>yes.</u>		Saling (State if examined.)	
Have the Tanks been tested? <u>yes.</u>			

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 my opinion eligible to remain as now classed with notations - S.S. No 2-44 and "NEW AFTER PART" 1-44 also Date of Drydocking 1-44 subject to indented Top side plating abreast of N°7 Oil cargo Tank (S.S) being dealt with at Owners convenience

Survey Fee (per Section 20) <u>58 N°2</u> £ <u>13</u> : <u>10</u> : <u>—</u>	Fees applied for, <u>19</u>
Special Damage or Repair Fee (if any) <u>58 FB (extra)</u> £ <u>275</u> : <u>—</u> : <u>—</u>	Received by me, <u>19</u>
(per Sec. 20) <u>M.C.</u> £ <u>255</u> : <u>0</u> : <u>0</u>	
Travelling Expenses (if chargeable) <u>none</u> £ <u>20</u> : <u>0</u> : <u>0</u>	
Second Surveyor's Fee (if any) £ <u>—</u> : <u>—</u> : <u>—</u>	

License No 4985 Committee's Minute TUES. 28 MAR 1944

Character Assigned 2.44 Bly subject
SS No. 2-44 + LMC 2.44
New after part 44 + N.E. 2.44 N.D.B. 44-1806
SN 2.44 CL

Is certificate required? If so, to be sent to

002577-002582-0147 1/4

Port of **NEWCASTLE-ON-TYNE** Continuation of Report No. 101899 dated 2nd February, 1944 on the

The following damage repairs now carried out to Salvaged forward part:—
Bottom and side shell plating cleaned, examined & placed in good order. Vessel coated on completion. All structure in vicinity of damage at after end of this part, hammer tested. All cargo tanks, cofferdams, pumprooms, forehold, fore deep tank, fore peak tank, fore-castle spaces & chain locker cleared, cleaned & examined.

Cables ranged. Anchors and cables examined. Bommass opened out, examined, placed in good order stowed on completion. Foremast rigging examined. All cargo lines, deck steam exhaust lines, gas lines etc examined, placed in good order and tested on completion. Steam heating coils examined, repairs started.

Shell plating - (Numbered from forward)

The following badly buckled & torn plates Renewed -

Starboard Side - A 10, B 10, C 9, D 10, E 10, H 10.

Port Side - A9, B9, C8, E9, G9, H9.

12 plates

The following badly buckled plates removed, failed refitted -

Keel No 8, Starboard A9, B9 Port F8.

4 plates

The following plates cropped and remaining portions removed, faces refitted. New butts raised -
 Keel no 9, Starboard E10, F9. 3 plates

3 plate

(Shell plating aft of the above - all renewed)

Internally Main Frames (numbers from aft)

Starboard - Buckled main frames from 1069 to 1077 inclusive all removed, faired & refitted

Slightly buckled main frames No 78 to 83 inclusive - faired in place.

buckled forward frame on 1084 bulkhead, laced in place. After frame on this bulkhead - removed.

(from no 68 frame bulkhead - all aft renewed inclusive)

Port - Buckled frames on No 83 bulkhead - removed. Buckled after frame on No 84 bulkhead cropped and part renewed. Remainder of this frame, removed, fairer refitted.

(all frames truckheads etc apt of this removed.)

no 8 H Bulkhead. Port. side -

Badly buckled wing plate cropped and part removed. Buckled coaming plate removed faired and refitted. 3 Vertical BA bulkhead stiffeners in way removed, faired and refitted together with stiffener brackets and Tee bar connections.

no 84 Buckhead. Centre - *Liriodendron* in place where slightly buckled at bottom.

ho 83 Bulkhead Starboard - Badly buckled - Renewed complete with all stiffeners, brackets
+ connections

No 80 Buckhead Centre - (After buckhead & Pumpsproom) Badly Buckled - Renewed complete with all stiffeners, brackets and connections.

Nos. 80 to 83 "Longitudinal Buckheads" - Starboard side badly buckled - Renewed completely. Port side
one buckled vertical plate at after end - renewed.

Pump seating consisting of channels, plates, brackets Tee bars - all removed, fused replaced.

Strings, Brackets, Transverses etc

103 Tank Starboard - Badly buckled upper & lower stringer plates, stringer angles and shell bars - now completely removed, fairer refitted.

Changed bottom frame brackets - Badly buckled from no 70 to no 57 - renewed. Slightly buckled from

no 75 to no 71 - fanned in place

Badly bent bottom angles to these brackets from 68 to 57 - renewed.

(See sheet 2) Lloyd's Register Foundation

10m.3.42. T. (MADE AND PRINTED IN ENGLAND)

002577-002582-0147

21

M/V. "Grodona." No 2

Buckled Transverse floor No 80 - renewed. Top and bottom angles removed, faired refitted.

2 Outboard bottom longitudinals (up to No 68 frame) faired in place.

3 Inboard bottom longitudinals (up to No 80 ") faired in place.

Port side - Badly buckled transverse floor on No 82 - renewed.Centre Keelson. -

In Pump Room No 80 - No 84 Badly buckled - Renewed together with top and bottom angles, brackets and connections.

Upper Deck Plating Numbered from forward.

The following badly buckled worn deck plates renewed -

Port. B 7, C 6, D 6, Starboard B 7, B 8, C 6, Centre strake h 7.

7 plates.

Port. C 7 and Star C 7. faired in place.

2 "

Port A 7, Starboard A 7 cropped at frame 80 and after parts renewed. Butts welded.

Starboard D 7 cropped and new butt raised at after end.

Deck longitudinals - Starboard side 3. outboard from No 83 bulkhead cropped part renewed.Bridge Deck. Aftermost throatship beam - bent - removed, faired refitted. No 2 beam, slightly bent at ends, faired in place.

Badly buckled bridge after bulkhead renewed complete with all stiffeners, top & bottom angles & connections.

Port and Starboard casing bulkheads, slightly buckled, removed, faired refitted.

1st Slightly buckled Bridge Deck plates - faired in place.

All midship deck housing and all structure of vessel aft of the foregoing stems Renewed.

Windlass - Cables ranges examined. 1 Broken cable shaft kept renewed. Starboard main frame eye for clutch screw broken. Strap fitted.

Broken Starboard forecastle mooring pipe renewed. Bent handrails & stanchions P & S. straightened.

Heating coils in forward tanks tested - several broken pipes renewed. 12 heating valves, 9 drain cocks &

4 deck fittings renewed. Gas ejector valves & steam smothering valves & pipes examined & tested. Several

broken valves & spindles renewed. Wash deck line overhauled 5 broken pipes renewed. Ventilators

overhauled - missing cowls replaced & wood plugs made good. Several missing tank ullage

plugs replaced. Forward pump room grating part renewed where badly bent.

Two broken Ct. Cargo pipes renewed.

All lifeboats renewed. at the Owner's Request, the forward end was submitted to examination for S.S. No 2.Wear & Tear Repairs - All cargo tank hatch lids repacked. 6 Fairleads made workable.

Foremast topmast removed & blanked off. All rigging renewed. Rigging screws made workable.

Foremast Derrick renewed. All securing screws for tank lids freed. Pump room & bridge front doors repacked.

Forecastle spaces altered to store rooms. Openings in Forecastle front bulkhead now enlarged to

4'-0 1/2" x 3'-0 1/2". Sill as before 18". Openings fitted with portable steel plates secured with hook bolts

Bridge Deck extended aft 2 Spaces. 2 new beams fitted. Bridge deck plating at after end.

Centre strake & A.B & C stringer plates P & S. (9 plates) renewed & extended.

Damage Equipment -

New Steam Anchor Supplies & Shipped (See particulars on back of Rept. 8) also 2 jowling &

2 end Shackles.

New Steam wire 90 fms. 5" (6x12) 52.8 tons supplies

Lawsen - 2 - 90 fms. 4" (6x12) 44.9 tons "

2 - 90 fms. 3" (6x12) 18.6 " "

Originals Towline on board = 120 fms 4 3/4" 64.6 tons.

 H
 Lda
 noted.
 JPS.
 21.3.44

M/V. Rodona No 3

Subboard Marking unified, cut in and painted on vessel's sides.

Rudder Marks = LLOYDS 12292 12-2-43. WM.

Rudder Head Marks. LLOYDS 7962 19-3-43. CP.

Stem Frame Marks. = LLOYDS. 12162 23-11-42 WM.

All applicable Admiralty & Ministry of War Transport Defence measures applied & installed or fitted satisfactorily.

The following minor machinery overhauls and repairs were effected for damage -

Fore Pump Room - Bilge, Ballast, oil fuel transfer pumps, opened out, overhauled, cleaned, examined and found in good order. Afterwards tested

Hot Main Pump Room } 2 cargo pumps, 1 Drain pump in each pump room opened out,
No 2 " " " } overhauled, cleaned, examined & found or placed in good order.

A few minor repairs effected & pumps tested. *JS*

W. J. J.
Noted
21.3.44

Engs
JS