

Rpt. 8

REC'D NEW YORK JAN 29 1960  
Port. Newport News, Va. No. 8112  
Date of writing Report Jan. 27, 1960. When handed in at Local Office Jan. 27, 1960. Received London 17 FEB 1960  
Survey held at Newport News, Va. No. of Visits 40. First Date Oct. 23 1959. Last Date Jan. 18, 1960.

## REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 16615. on the Iron or Steel MS. "JONANCY"  
Built at Camden, N.J. By whom New York S.B.Co. Tons Gross 3289.  
Owners Pacific Maritime Agencies, Inc. Owner's address (If not already in R.B.)  
Managers Port of Registry Monrovia  
Surveyed Afloat or in Drydock Both Name of Dock Newport News S. & DD. Corp. Date of last examn. in Drydock Nov. 27th, 1959.  
N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.  
{ Last Report: No. 56784 Port N.Y.K.  
{ To be filled in at Head Office.

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8 (Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8 (Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

SHIP'S CLASS Date of Special and of Drydocking Surveys, etc.	Machinery
*100A-1	*LMC.
SS. 12-55 (Dr. 11-51).	Engines 12-55
Docking 1-58	Boilers M. 9-57
	Tail shaft (CL) 11-58
	Steam pipes 12-55

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. No damage Freeboard as marked on ship and now verified 5 ft. 4 1/2 ins.  
Was a damage report made by anyone else? If so, by whom? No.

### EXAMINATION AND REPAIRS AS PER RULE FOR Docking, Special Survey, alterations and Repairs.

NOW DONE:— Vessel placed on dry dock, keel, bottom, shell plating, stem, stern frame and rudder, cleaned, examined and recoated. Vessel drydocked Nov. 10th and undocked Nov. 27th 1959.

#### Now Done for Special Survey:—

Nos. 1, 2, 3, 4, 5 & 6 double bottom tanks, forepeak tank, after peak and cofferdam between Nos. 5 & 6 double bottom tanks cleaned, examined internally and afterwards tested. Port and starboard fuel oil settling tanks tested.

Nos. 1, 2, 3 & 4 cargo holds examined; together with shell frames and brackets, bulkhead and stiffeners and all found or placed in good order.

Main decks and superstructure decks examined and placed in good order.

Air vent pipes and sounding pipes examined and placed in good order.

Superstructure bulkheads examined and repaired as found necessary.

Engine and boiler spaces examined, found or placed in good order.

Fore peak and after peak spaces examined, found or placed in good order.

Shell plating above main deck in way of side scuttles examined and repaired as found necessary.

Port and starboard deep tanks examined internally.

P.T.O.

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes Is Classification Certificate required? If so, to be sent to No.  
If so, is the Report sent now, or when will it be sent? Now Has Interim Certificate been issued? Yes.

#### GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey, for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel is in good condition and eligible in my opinion to remain as now classed, with fresh record of D.S. 11-59, and to have a Notation of S.S. 1-60 made in the Register Book, when amidship deep tank top plating has been examined and dealt with as found necessary.

W.D. Wardle  
Surveyor to Lloyd's Register of Shipping  
W.D. Wardle.

Date of Committee

Minute



TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		SURVEY	
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	Yes
Rudder lifted	No	A.P. "	Yes
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams	No. 1, 2, 5 & 6 No. 3 & 4 Fuel Oil
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks	Yes
Ventilator coamings, skylights, companionways and closing appliances	Yes	Deep Tanks	As stated
Holds	Yes	Oil Fuel Bunkers and Settling Tanks	Yes
"Tween Decks	None	Side Tanks	-
Fore Peak Spaces	Yes	Wing Tanks	-
After " "	Yes	Other Tanks	-
Engine Space	Yes	Cargo Tanks (Tankers)	-
Boiler "	Yes	Cofferdams	-
Under Engines and Boilers	Yes	Pump Rooms	-
Tunnel and Well	-	Have Tanks now Examined been Cleaned as Necessary?	Yes
Coal Bunkers	Yes	Have Struts in Cargo Tanks (of Tankers) been removed?	Yes
Chain Locker	None	Have Tanks been Retested as necessary after completion of any Repairs?	Yes
Other Spaces	-		

Have the spaces now surveyed been cleared and cleaned as necessary? Yes  
 Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes  
 Have the bilges been cleaned out and examined? Yes  
 Has steelwork had rust removed and afterwards been recoated as necessary? Yes  
 Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Yes  
 Has a Load Line Survey been held? Yes If so, state which Load Line assignment  
 Have the shell and deck plating been drilled as per Rule? No If so, Report 8 (Dr) to be attached.  
 Have any alterations to the approved scantlings and arrangements now been effected? Yes If so, report details in body of Report.  
 NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	None fitted	Sluice Valves examined and found	Good
" " in way of side scuttles	"	Cement or Asphalt	"	Air and Sounding Pipes	"
Rudder and Sternframe	"	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Yes
Decks	"	Hatches and closing appliances	"	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	"	Ventilators, their coamings	"	Condition, how ascertained	from aloft
Coamings and Casings	"	and closing appliances	"	(State if wedges removed)	Good
Beams and Fastenings	"	Companionways and Skylights	Good	Chain Locker	Good
Frames	"	Shell Openings	None	EQUIPMENT	
Reverse Frames	"	Ash Shoots	None	Equipment Letter	✓
Longitudinals	"	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B - 1S Condition
Transverses	"	Freeing ports	Good	Cables (State if now ranged and examined)	Good
Floors	"	Steering Gear (Main and Auxiliary)	Good	" length	270 Ftm. mean diam. 2"
Keelsons	"	examined and found	Good	" (on board)	270 Ftm. Size 2"
Stringers	"	Windlass examined and found	"	" Rule Length	Sufficient
Inner Bottom Plating	"	Pumps	"	Hawsers and Warps	Sufficient
Bulkheads and Deck	"	W.T. Doors	"	State if any Anchors or Chain Cable have	No.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? See Below

REMARKS, REPAIRS, Etc. (Contd.) Anchors and chain cables ranged, cleaned, examined, found or placed in good order and recoated.  
Chain lockers cleaned, examined and afterwards recoated.  
Steering arrangements examined, faired or placed in good order.  
Emergency steering arrangements examined and found in order.  
Anchor windlass examined under working conditions.  
Hatches and hatch coamings examined after modification of same, together with hatch covers and securing arrangements.  
Vessel examined for issuance of Load Line Certificate and necessary repairs dealt with to comply with the Regulations. P.T.O.

Survey Fee & alterations \$ 915.00  
 Safety Equip. survey -- 275.00  
 Special Damage or Repair Fee (if any) -- 300.00  
 Tonnage Cert. -- 125.00  
 Travelling Expenses (if chargeable) -- 54.00  
 Special fee -- 18.00

Second Surveyor's Fee (if any) Jan. 27.  
 Date when A/c. Rendered

(Sheet#2)

Rpt. 9a.

Port of Newport News, Va.

Continuation of Report No. 8112.

dated January 27th, 1960.

on the

REC'D NEW YORK JAN 29 1960

14 FEB 1960

S/S "JONANCY"

Fire fighting equipment, life saving appliances and light and sound signals examined, repaired or renewed as necessary for issuance of Safety Equipment Survey Certificate.

Alterations Now Done:—

This vessel was originally built as a Collier, with a continuous trunk deck from forecastle bulkhead to poop bulkhead and four cargo holds, each hold being served by two hatch openings, each opening 15'-0" long fore and aft and 28'-0" wide port and starboard.

The trunk deck plating between hatch openings of each hold has now been removed, together with deck beams and longitudinals and section of transverse web girder in way of trunk.

The forward and after transverse coamings of hatches of each hold, were re-located to form one continuous hatch opening at each hold: size 30'-0" x 28'-0", and trunk deck plating, deck beams and transverses modified to suit new arrangement.

The remaining section of the web transverses at mid length of each hold were also modified to suit new arrangements, all in accordance with the Newport News Shipbuilding and drydock Co's., Drawing Nos. 19525 and 195248, approved by the New York Office of the Society.

New fabricated steel hatch covers were installed on each hatch, each set of covers being made in two sections suitably hinged at mid length.

One end of the combined pair of covers was fitted with hinges and opposite end fitted with suitable rollers at port and starboard side of covers. Necessary tracks for rollers when lifting covers were installed on the hatch coamings at port and starboard sides.

Suitable lifting arrangements located on one section of the combined cover, near hinged joint, were installed on each pair of covers to enable combined covers to be lifted and stowed at one end of the hatch by means of vessel's cargo winches - all as per approved drawings.

Two steel mast houses and two steel masts removed from Liberty Type vessel, were modified and installed on trunk deck, between Nos. 1 & 2 and 3 & 4 cargo hatches, together with necessary stiffeners, bracket under deck, eyepads, stays, turnbuckles, etc., as per approved drawing.

Eight used 5 ton capacity steel cargo booms, obtained from Liberty Type vessels and shortened to suit arrangement of hatches were installed, four on each mast; together with necessary eyepads, preventer stays and rigging as per approved drawing.

Repairs Now Done:—

Shell Plating:—

No. 2 flat keel plate from aft, cropped and part renewed, for a length of 6'-0" in way of transverse bulkhead between Nos. 5 and 6 double bottom tanks.

Port side shell plate No. 2 from aft in 2nd strake below sheer, found thinned, doubled full area of plate with 1/2" thick plate, plug welded in way of shell frames.

Suitable welded doubler plate installed over locally thinned area of 3rd strake

P.T.O.

0112 2/5

Lloyd's Register Foundation



S/S "JONANCY"

below sheer, plug welded in way of frame in way of scupper discharge at forward end of No. 3 Hold, port side.

30 wasted shell rivets, port side, in upper seam of bilge strake plating in way of No. 3 Hold renewed.

Points of numerous scattered shell rivets in way of Nos. 2, 3 & 4 double bottom tanks, built up with welding caulked and proved tight.

Starboard Side shell plating 1st strake above main deck in way of amidship house cropped and renewed for a length of 18'-0". Wasted shell frames and brackets in way of side scuttles cropped and renewed as found necessary.

Port side shell plating above main deck in poop accommodation wasted in way of side scuttle, cropped and part renewed.

Port and starboard side shell plating, above main deck in forecastle space, found locally wasted in way of 4 air ports, wasted areas cropped out and welded inserts fitted.

Main Deck Plating

Port side deck stringer plating between frames Nos. 17 (forepeak) bulkhead and frame 29, frames 43 and 55, frames 65 and 71, frames 79 and 84 and frames 101 and 110 (aft peak bulkhead) found below minimum thickness, doubled full width of plating with 3/8" welded doubler plating, plug welded in way of deck beams.

Starboard side deck stringer plating between frames 17 (forepeak bulkhead) and 55, frames 92 and 99 found below minimum thickness doubled with 3/8" plating, plug welded to frames.

Starboard side No. 2 inboard strake of deck plating from forecastle bulkhead, found below minimum thickness and wasted in one location, doubled with 1/2" thick plating, plug welded in way of deck beams.

Hatch coamings

Wasted sections of channel bar longitudinal stiffeners on port and starboard coamings, in way of hatches and trunks, cropped and renewed as necessary.

No. 4 Hatch coaming plate, port side, found wasted, cropped and part renewed for a distance of 11'-0" at after end of hatch.

Main Deck Plating - Poop space - deck cement removed, deck plating found wasted between after peak space, bulkhead and after bulkhead of Engine Room casing, wasted areas of plating removed and plating renewed in way of after and port side of Engine Room casing. Deck covering replaced.

Bulwarks

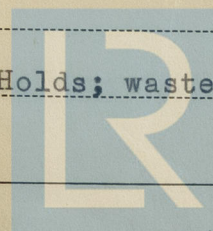
Wasted areas of port and starboard side bulwark plating cropped and renewed as necessary. Bulwark stiffeners found wasted at deck connections, cropped and part renewed or renewed as found necessary.

Freeing port protection bars faired, re-secured or renewed as required.

Caprails cropped and renewed as necessary.

Forecastle deck bulwark plating - locally wasted areas cropped out and welded inserts fitted.

Bulkheads Transverse bulkhead between Nos. 1 & 2 Holds; wasted areas of





REC'D NEW YORK

JAN 29 1960

11 FEB 1960

## S/S "JONANCY"

2nd and 3rd strakes from tank top cropped and section 30'-0" long in each strake renewed full width of strake. Upper stiffener brackets on all bulkheads where found wasted, renewed or part renewed as found necessary.

Superstructure BulkheadsAmidship House - Forward Bulkhead

Bulkhead locally wasted in way of three air ports.

Ceiling removed, wasted areas cropped out and welded insert plates installed, each approximately 4'-0" x 3'-0". Bulkhead stiffeners in way, where found wasted renewed.

After Bulkhead Coaming Plate; suitable welded doubler plates installed over wasted areas.

Upper Bridge Deck House

Forward Bulkhead - wasted areas of plating in way of two air ports cropped out and welded insert plates installed.

Poop Deck wasted curtain plate at forward end of poop deck completely renewed.

Air Vent Pipe

No. 6 port air vent pipe on poop deck renewed.

Covers on all air vent pipes freed, repaired, or renewed as found necessary.

Sounding Pipes

No. 3 port double bottom sounding pipe renewed.

No. 1 and 3 starboard D.B. sounding pipes, upper section renewed.

Scupper valves opened up, cleaned, examined and all placed in good order.

After peak space poop deck access hatch cover renewed.

Poop accommodation skylight covers on boat deck renewed.

Gally skylight covers renewed and coamings partly renewed.

Access ladders from main deck to poop deck and amidship bridge decks renewed.

Two tier guard rails on poop deck, upper and lower bridge deck and wheel house top repaired and renewed as found necessary.

Anchors Port anchor shackle pin renewed.

Lifeboats Port and starboard lifeboats found locally wasted in bottom strakes.

Port lifeboat renewed with oar propelled boat.

Starboard lifeboat renewed with motor boat.

Deep Tanks Port and starboard deep tanks examined internally.

Port deep tank; 25 loose rivets renewed in stringer brackets at forward and after ends of tank.

Tank top plating in way of port and starboard deep tanks found wasted. Doubler plates installed over heavily wasted areas of

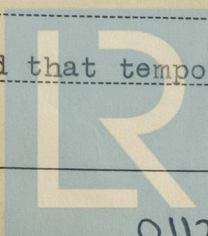
inboard strakes in way of access manholes at after end of tank top.

Port and starboard tanks tested. Starboard tank found tight. Port tank top plating leaking in locally pitted areas. It was recommended that a Domestic

Fresh water tank located on the deep tank top plating be removed for further examination of plating and necessary renewals.

Due to vessels cargo commitment, the Owners requested that temporary repairs

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0112 4/5



S/S "JONANCY"

only be dealt with at this time to permit the vessel to proceed to Valparaiso, via Tampa, Fla., where permanent repairs will be carried out. Additional temporary welded doubler plates were installed over thin areas of plating and cement box installed on plating under fresh water tank, to allow vessel to proceed to Tampa, Fla., for loading.

Endorsements:

Shell Plating - numerous minor indents were noted in the port and starboard side shell plating and keel plating in way of No. 6 D.B. tank found generally wavy between floors. It was the opinion of the Undersigned that the above conditions do not effect the efficiency or strength of the vessel, but should be recorded in the List of Endorsements.

W.D. Ward

