

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 1st June 1944 When handed in at Local Office 19 Port of Jacksonville, Florida

No. in Reg. Book. 30654 Survey held at Tampa, Florida Date, First Survey 10th April Last Survey 27th May, 1944

(No. of Visits 23)

on the ~~W. S. S. M/V~~ Steel S. S. M/V "ONDINA"

TONNAGE:—

GROSS 6341

UNDER DECK 5540

NET 3606

Built at Amsterdam

By whom N.V. Nederl. Dok Maats

YEAR. MONTH. When 1939 8

Owners N. V. Petroleum Maats "LaCorona"

Owners' Address (if not already recorded in Appendix to Register Book).

Managers

Port belonging to London Willamstad

Surveyed Afloat or in Dry Dock? Both Name of Dock Tampa Shipbuilding Co Destined Voyage

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

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

Only alterations in the existing records of tanks should be inserted.

All alterations in the existing records should be underlined.

Report, No. 4466 Port Gal

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1	*LMC
4,42	8,39
	C.L. 4,42
Carrying petroleum in bulk	OIL ENGINES
	CONTINUOUS SURVEY.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) separated from Repairs due to other causes; and besides being detailed in the body of the report, should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters in this case.

cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose and to whom and why they were declined.

Damage reports attached to this report for the dates 1st June, 1943, Galveston, April, 1944

OR EXAMINATION AS PER RULE, FOR S. S. No. 1 and damage stated to have been caused through collision with "Ampetco", 30th June 1941, and enemy action 11th November 1942 at sea.

Other particulars see Freemantle, W.A. report 14th June, 1943, also Galveston, Texas, report 11, 1944, vessels log books, etc.

Survey No. 1

1:- Vessel placed in dry dock, the bottom, keel and rudder cleaned, examined and coated.

2:- Holds, decks, tween decks, engine and boiler spaces, under engine and boiler spaces, chain locker, anchors and cables, fore and after peaks internally and their spaces, all bottom tanks, main cargo tanks and cofferdams internally, plating under side-lights,

ys, covers, supports and battening down arrangements, air and sounding pipes, masts, rig-

windlass, steering gear, ventilators and coamings, pumps, W.T. doors, equipment and boats.

OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	Keel	Floors and Bracket Floors	Beams.	Inner Bottom Bulkhead	Dk. Plates.	Other Items:—
	21	31	2	7	2	1	25' vertical keelson	3 cropped shell plates
and Faired or Repaired	3	19	2	5	4	1		
or Repaired in place	6				2	5		

CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper or Y.M. (State if on Feb.)	When fitted, Month
Stairways	"	Ceiling	"	Bunkers, Openings, Covers, &c.	"	Boats	Good
Scupper covers	"	Cement or Asphalt	-	Oil Bunkers	"	Masts, Yards, &c.	"
Plating in way of sidelights	"	Rudder	Good	Scuppers	"	Condition, how ascertained	Examined
Staircases	"	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed.)	at
Staircase covers	"	Windlass	"	Hatches	"	Equipment letter	3B - 1S
Staircase plating	"	Have pumps been examined and found efficient?	Yes	Planking		Anchors, No. of	3B - 1S
Staircase supports	"	Have Sluice Valves been examined and found efficient?	Yes	Caulking		Cables (State if now ranged)	Yes
Staircase ladders	"	Have Watertight Doors been examined and found efficient?	Yes	Treenails		length 270	2-4/16"
Staircase handrails	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		(on board) Rule length 270	2-5/16"
Staircase stringers	"	Air and Sounding Pipes	Good	Timbers of Frame at openings		" "	Good
Staircase stringer covers	"	Doubling Plates under Sounding Pipes	"	" " at other places		Chain Locker	Good
Staircase stringer supports	"			Stringers, Clamps & Shelves		Hawsers & Warps	"
Staircase stringer battens	"			Salting (State if examined.)		Standing and Running Rigging	Good
Staircase stringer plating	"					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."

All the requirements for Special Survey No. 1 having been complied with, this vessel is now in good and efficient condition and eligible in my opinion to remain as classed with fresh record of survey 5,44, and the notation of S. S. Jck. No. 1-44 in the Register Book.

Survey Fee (per Section 29)	£	: \$217.50	Fees applied for, 44
Special Damage or Repair Fee (if any) (per Sec. 29)	£	: 1500.00	Received by me, 19
Travelling Expenses (if chargeable)	£	: 355.75	
Tel.	£	: 19.70	
Second Surveyor's Fee (if any)	£	:	

Committee's Minute NEW YORK JUN 7 1944

Character Assigned 5,44 JCK

Without burden, S. S. JCK, NO. 1-44, + LMC-5,44
D.B.S. 5,44, T.S. 5,44

Surveyor to Lloyd's Register of Shipping.

JUN 11 1944

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

003631-003639-0182/12

Freeboard verified.

All double bottom tanks, main cargo tanks and cofferdams, fore and after peaks and oil fuel bunker tanks tested.

Damage Repairs - Collision:- Shell starboard side Nos. from aft.

Sheer Strake - No. 7 plate badly set in. No. 7 plate renewed.

1st below sheer - No. 5 plate slightly set in. No. 5 plate partly released, faired & rivetted.

Internals, in way of the above set in plating, in the cofferdam, settling and lubrication oil tanks were renewed, removed, faired and replaced or faired in place.

Enemy action:- NOTE: Shell plating numbered as shown on shell expansion plan.

SHELL PLATING:-

Keel - No. 9 plate cropped and part renewed.

" " No. 10 plate removed, faired and refitted.

PORT SIDE:-

"A" Strake:- No. 10 plate and doubler renewed.

" " No. 11 plate part released, faired in place and rivetted.

" " No. 11 plate doubler renewed.

"B" Strake:- No. 10 plate removed, faired and replaced

STARBOARD SIDE:-

"A" Strake:- No. 10 & 11 plates and doubler renewed.

"B" Strake:- Nos. 10 & 11 plates renewed.

"C" Strake:- No. 8 plate part released, faired and rivetted.

" " No. 9 plate and doubler renewed.

" " No. 10 plate cropped and part renewed.

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

ANCHORS.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

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

CHAIN CABLES.

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.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

"D" Strake:- Nos. 9-10 & 11 plates renewed.

"E" Strake:- Nos. 10 & 11 plates renewed.

"F" Strake:- Nos. 9 & 10 plates renewed.

" " :- No. 11 part released, faired and rivetted.

"G" Strake:- Nos. 9 & 10 plates renewed.

" " :- No. 11 plate cropped and part renewed.

"H" Strake:- No. 10 plate removed, faired and replaced.

" " :- Nos. 9 & 11 plates part released, faired and rivetted.

Bilge Keel:- Approximately 45 feet renewed.

Upper Deck Plating - Star. Side

"B" Strake:- No. 8 plate part released, faired and rivetted.

" " :- No. 9 Plate removed, faired and replaced.

PORT SIDE:-

"A" Strake:- No. 9 plate rewelded and doubler fitted in way, at after inboard corner of hatch coaming.

No. 2 Wing Cargo Tank - STARBOARD:-

Transverse Bulkhead Ford. Renewed in its entirety.

" " " " Aft. Outboard vertical strake, part released, faired in place and rivetted.

Longitudinal Bulkhead, Renewed in its entirety from frame #56 to #68.

Bottom Shell Longitudinal Frames, Renewed complete with connecting brackets and clips.

Bilge Brackets, Renewed with stiffeners and shell angles.

Bottom Transverse Web Frames #60 to #64, renewed complete with stiffeners, face bars, brackets and shell clips.

Vertical Transverse Web Frames, #60 to #64 on longitudinal bulkhead, renewed complete with face bars and clips.

Side Shell Transverse Frames, renewed complete with all brackets and clips.

Side Shell Stringers, Horizontal. Renewed complete with face bars, brackets and clips.

Transverse Girders, Horizontal. Renewed complete with brackets and face bars.

Upper Deck Transverse Beams Nos. 60 and 64. Renewed complete with all stiffeners, face bars, brackets and clips.

Upper deck Longitudinal Beams. Three (3) cropped, removed, faired and refitted.

Ladder & Platform. Renewed complete with braces, clips and hand rails.

No. 3 Wing Cargo Tank - Starboard:-

Side Shell Transverse Frames, eight (8) renewed complete with all clips and brackets.

Side Shell Stringers, Upper & Lower. Renewed complete with face bars, brackets, and clips from frames #68 to #78.

Bottom transverse web frames #72 and #76. Renewed complete with all stiffeners, face bars, brackets and shell clips.

Bottom Shell Longitudinal Frames. Three (3) cropped, removed, faired and refitted, with connecting brackets and clips.

Bilge Brackets. Eight (8) renewed complete with stiffeners and shell angles.

Longitudinal Bulkhead, Two (2) after vertical strakes of plating renewed, complete with vertical stiffeners, horizontal stringers, brackets, clips and boundry bars.

Vertical Transverse Web Frame on longitudinal bulkhead, frame #72, renewed complete with face bars and connecting clips.

Transverse Girders at Frame #72, upper and lower renewed, complete with brackets and face bars.

Transverse Girder at Frame #76, lower girder renewed, complete with brackets and face bars.

No. 2 Cargo Tank Centre:-

Bottom Shell Longitudinal Frames, Six (6) removed, faired and refitted, connecting brackets and clips renewed.

Centre Keelson from Frames #60 to frame #68, renewed, complete with stiffeners, brackets, clips and face bars.

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0182-1/2

Bottom Transverse Web Frames #60 to #64, removed, faired and refitted complete with stiffeners and shell clips.

Transverse Bulkhead Forward. Bottom strake cropped and part renewed with all clips and boundry bars. Outboard vertical strake renewed, complete with stiffeners and boundry bars. Centre vertical part released, faired and reriveted, vertical stiffeners in way removed, faired and refitted.

Ladder, Renewed, complete with braces and hand rails.

No. 3 Cargo Tank Centre:-

After Transverse Bulkhead, Horizontal Stringers, Upper and lower stringers removed, faired and refitted. Connecting brackets and clips renewed.

Bottom Shell Longitudinal Frames. Three (3) part released, faired and reriveted. Connecting brackets renewed.

Centre Keelson, After end part released, faired and reriveted.

Ladder & Hand Rail, removed, faired and replaced.

No. 2 Wing Cargo Tank, Port:-

Longitudinal Bulkhead, Four (4) vertical strakes of plating part released, faired and reriveted. Stiffeners in way removed, faired and refitted. Upper and lower horizontal stringers renewed with face bars, brackets and clips. Vertical transverse web frames #60 and #64 removed, faired and refitted. Connecting clips renewed.

No. 3 Wing Cargo Tank Port:-

Longitudinal Bulkhead, upper and lower horizontal stringers cropped and part renewed at after. After vertical strake of plating part released, faired and reriveted.

Forecastle Deck - Starboard:-

Stringer Plates Nos. 1 and 2 part released, faired and refitted.

"A" Strake No. 3 part released, faired and refitted.

"B" Strake No. 1, removed, faired and refitted.

"B" Strake No. 2, part released, faired and refitted.

"C" Strake No. 1, part released, faired and refitted.

Deck Beams Five (5) cropped, removed, faired and refitted.

Forecastle Space, all fire damaged internal surfaces scraped, wire brushed, cleaned and painted.

Four (4) glass sidelights renewed.

Steam and exhaust pipe lagging. Approximately 150 feet renewed.

Forepeak Space:- All fire damaged surfaces scraped, wire brushed, cleaned and painted.

Missing deck gratings and storage shelves renewed.

Main Mast:- Rigging and deck lighting fixtures.

Main top mast, removed, lower half renewed, upper section faired. Top mast replaced.

Light fixtures and reflectors renewed, complete with conduit and wiring properly fitted as before.

All main mast rigging shrouds, top shroud and back stays renewed, existing fitting reconditioned and used.

Foremast rigging shrouds top mast shrouds and back stays renewed, existing fittings reconditioned and used.

Fuel Bunkers, tested and made tight, piping and heating coils tested, made good and tight.

Cargo Piping & Heating Coils. Gas vent-line on main mast repaired, tested and proven clear.

All temporary piping removed.

All missing and damaged cargo piping, heating coils, smothering lines, gas ejector lines and valves, hangers, valve operating gear, etc. in No. 1-2-3 Centre Cargo tanks and No. 1-2 & 3 starboard wing cargo tanks and No. 2 port wing cargo tank, renewed.

All cargo piping and strippers lines in all cargo tanks, deck and pump rooms tested, made good and tight.

Heating coils in cargo tanks and bunkers tested, made good and proven tight.

Fore & After Walkways Piping. All started and leaky piping repaired, tested and proven tight.

Electric Wiring - Approximately 200 feet of armored cable renewed.

All circuits megger tested and grounds removed.

General alarm and telephone systems tested, made good and proven in good order.

Twenty (20) covers and glasses for vapor proof lights in living quarters renewed.

Tanks tested in way of repairs and found in order.

WEAR AND TEAR

Rudder and post unshipped, post bearing sleeves trued in lathe and bushings rewooded, rudder to place and properly connected, tried out and proven in good order.

SPAR DECK - Oiling at sea gear and equipment & Depth Charge Racks. Constructed and installed to plans submitted by the British Ministry of War Transport.

All rivets within 6" of welding for stanchions, etc., tested and proven tight.

No part of the above construction interferes with the normal operation of the vessel.

Special Reasons List No. 50 - All items mentioned have been dealt with and may be deleted from List.