

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. Survey held at Tampa, Florida Date, First Survey 10th April Last Survey 27th May, 1944

30654 on the ~~W. S. S. M/V~~ Steel S. S. M/V "ONDINA" (No. of Visits 23)

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"

Managers

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

Port belonging to London Willenstad

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 feet tons.

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

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 stated in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars 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 his services for this purpose and to whom and why they were declined. Damage reports

1st June, 1943, Galveston, April, 1944 attached

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

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

D:- 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.

P. T. O.

OF DAMAGE REPAIRS:—

Shell Plates.	Frames.	Keel	Floors and Bracket Floors	Beams.	Bulkheads	Dk. Plates.	Other Items:—
21	31	2		7	2	1	25' vertical keelson 3 cropped shell plates
3	19	2		5	4	1	
6				2	5		

CONDITION OF THE

Good	Bulkheads	Good	Engine Room Skylights	Good	Copper or Y.M.
Decks	Ceiling	"	Good Bunkers, Openings, Covers, &c.	"	(State if on Feb.)
"	Cement or Asphalt	—	Oil Bunkers	"	When fitted, Month
ings	Rudder	Good	Scuppers	"	Boats
g	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.
in way of sidelights	Windlass	"	Hatches	"	Condition, how ascertained. Examined
"	Have pumps been examined and found efficient?	Yes	Planking	"	(State if wedges removed.)
"	Have Sluice Valves been examined and found efficient?	Yes	Caulking	"	Equipment letter
"	Have Watertight Doors been examined and found efficient?	Yes	Treenails	"	Anchors, No. of
"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	"	Cables (State if now ranged)
om Plating	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	"	" length 270 mean diameter 2-4/16"
Tanks been examined internally?	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	" (on board) 270 2-5/16"
Tanks been tested?			" " at other places	"	Chain Locker
			Stringers, Clamps & Shelves	"	Hawsers & Warps
			Salting	"	Standing and Running Rigging
			(State if examined.)	"	Sails

ral 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
Special Damage or Repair Fee (if any) (per Sec. 29) £ : 1500.00
Travelling Expenses (if chargeable) £ : 355.75
Tel. 19.70
Second Surveyor's Fee (if any) £ :

Fees applied for, 44

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

NEW YORK JUN 7 1944

Character Assigned 5,44 JCK

Without Guide, D.B.S. 5,44, T.S. 5,44

5.444

dated **1st June, 1944** *on the*

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 bound. Outboard vertical strake renewed, complete with stiffeners and boundary 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 fittings reconditioned.

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

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.



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Foundation