

2 APR 1949
Oct. 29

No. 49001

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Feb. 17 1949 When handed in at Local Office Feb. 18 1949 Port of NEW YORK
No. in Survey held at New York Date, First Survey Sept. 14 Last Survey Feb. 16 1949
Reg. Book. 16522 on the Wood, Iron & Steel TW. SC. M/V "LEONA" (No. of Visits 33) (Ex L.S.T. 180)

TONNAGE:— Built at Evanston, Ind. By whom Missouri Valley Bridge & Iron Works. YEAR. MONTH.
GROSS Owners. Shell Caribbean Petroleum Co. Owners' Address When 1943
UNDER DK. Managers. (if not already recorded in Appendix to Register Book).
NET Port belonging to Maracaibo

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Shipyards Corp. Destined Voyage Brooklyn, N.Y.
Bell 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. Port

Periodical Surveys, when held, must be reported in detail and verbatim 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.

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Conversion to a bulk oil carrier and Special Survey for Classification.

NOW DONE: Vessel placed in dry dock, bottom, rudders and side shell plating cleaned to bare metal, examined, found or now placed in good condition and coated.

Freeboard verified.

Conversion: The vessel converted at this time from an L.S.T. craft to a bulk oil carrier for carrying petroleum in bulk in accordance with plans and arrangements approved by the London Office. Copies of plans have already been forwarded for similar conversions at this time.

Anchors and Windlass. A reconditioned steel hawsepole and chain pipe installed on the Starboard bow, together with a motor-driven capstan windlass, similar to the existing one on the Port side, a new chain locker provided. (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	48							
Removed and Fair'd or Repaired								
Fair'd or Repaired in place	42							

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	
Caulking of Decks	—	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month	Year
Hamings	GOOD	Cement or Asphalt	—	Oil Bunkers	Good	Boats	Good
Beams & Fastenings	Good	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained (State if wedges removed.)	New
" " in way of sidelights	Good	Windlass	Good	Hatches	Good	Equipment letter	—
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking	—	Anchors, No. of	2 Bow ✓
Reverse Frames	Good	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Cables (State if now ranged)	Yes
Longitudinals	Good	Have Watertight Doors been examined and found efficient?	Yes	Treenails	—	" length (on board)	mean diam.
Transverses	Good	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	" Rule length	300 ✓ size 1 1/4"
Booms	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	—	Chain Locker	Good
Keelsons	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings	—	Hawsers & Warps	Sufficient
Riggers	Good			" " at other places	—	Standing and Running Rigging	Good
Inner Bottom Plating	—			Stringers, Girders & Shelves	—	Sails	—
Have the Tanks been examined internally?	Yes			Salting (State if examined.)	—		
Have the Tanks been tested?	Yes						

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 and efficient condition and eligible in our opinion, to be classed Freeboard and

A-1 with notation of s.s. N Yk. 2-49 and date of Dry Docking 2-49. For service between

Curacao and Maracaibo Gulf and Lakes, subject to 150 fthm of cable and 1 bower anchor to test.

Survey Fee (per Section 29)	classification		Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	& S.S.	\$1300.	Mar. 9, 1949
Travelling Expenses (if chargeable)	Freeboard	100.	Received by me,
Second Surveyor's Fee (if any)	Lifeboats	20.	19

NEW YORK MAR 16 1949

Committee's Minute

Character Assigned

A1-2, 49 N.Yk. with freeboard subject.

said 2, 49

In service between Curacao

S.O. Lh. 25/5

and Maracaibo Gulf and Lakes

carrying Petroleum in bulk.

S.S. N.Yk. 2-49.

Converted 1/49

N.Yk 20.6.49

Lloyd's Register Foundation

TW. SC. M/V "LEONA" (Ex I.S.T. 180)

A new anchor with 150 fathoms new chain installed on the Starboard bow.

See particulars on the following form.

New cargo pumps consists of 2 diesel driven vertical centrifugal 6 stage pumps, installed in the pump-room.

SPECIAL SURVEY:

Examined decks, hatchways, covers, chain lockers, anchors and cables ranged, masts and rigging, ventilators and coamings, air and sounding pipes, boats and equipment, steel work generally, pumprooms, dry store spaces, steering gear, windlass capstans, engine room spaces and cofferdams.

Examined internally and afterwards pressure tested all cargo tanks, F.P. & A. P. Tanks, fuel oil bunkers, settling tanks, water ballast tanks, fresh water and daily supply tanks.

All the requirements for Special Survey now complied with.

Hull Repairs:

48 shell plates renewed or cropped and partly renewed, together with internals in way.

42 shell plates faired in place.

The two rudders lifted, bushings and carriers examined and found or now placed in good condition.

M. J. X

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.
		lbs.	Cwts.	qrs.	lbs.	lbs.	Cwts.	qrs.	lbs.			
15696	1st Bower	5 15 0				89264				Baldt Stockless	Baldt Anchor, Chain & Forge Division	Chester, Pa. 5-11-48 J.K. Helms
	2nd "											
	3rd "											
	Collective Weight											
	Steam											
	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.			
3826	150	1 1/4	41.	58	14230				Di-Lok.	Baldt Anchor Chain & Forge Division	Chester, Pa.

NOTE: The existing Navy Equipment, consisting of 150 fathoms of 1 1/4" steel chain connected to the existing anchor.

Weight of Port anchor, 4800 lbs.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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