

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report August 6, 1942 when handed in at Local Office August 6, 1942 Port of Newport News, Va.No. in Survey held at Newport News, Va.Date, First Survey Mar 23, Last Survey June 26, 1942  
(No. of Visits 26)on the Wagoner Steel S/S "ACME"

TONNAGE:-

GROSS 6878UNDER DK. 6395NET 4304Built at San FranciscoBy whom Union Iron Works Co.

YEAR.

MONTH.

When 19166Owners Soco-Vacuum Oil Co. Inc.

Owners' Address

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

Port belonging to New York

Managers

Surveyed Afloat or in Dry Dock? YesName of Dock N.N.S.B. & DD. Co. Destined VoyageCell DBorDBa 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. 7562 Port BAL

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

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

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
*100-A-1 10.41	*LMC. 4.37
ss.N.Yk.No.3-12.28	B.S. 10.41
ss.Bal. No.2-37	T.S.(CL) 10.32
Examined 10.41	
Carrying Pet. in bulk; fitted for oil fuel 8.16 F.P. above 150 F.	

Society's Freeboard (if assigned) as painted on Ship and now verified 6 ft. 10 1/2 ins.Was a damage report made by anyone else? if so, by whom? U.S. Salv. Assn.

REPAIRS, OR EXAMINATION AS PER RULE, FOR General Examination and damage stated to be due to enemy action which took place at about 4:50 P.M., March 17, 1942, when proceeding from New York to Corpus Christi.

On examination while afloat found the after end of the vessel badly damaged and open to the sea. Stern frame, rudder, after peak tank, side shell plating and framing, dynamo and store room flats damaged beyond repair, poop deck blown up, after peak tank bulkhead missing and damage general at after part of vessel.

Vessel placed on dry dock and all damaged material cut away.

Port Side:-

"A" strake - plates No. 1, 2, &amp; 3 renewed.

"B" strake - plates No. 1, 2 &amp; 3 renewed.

## SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	79	40	✓	3 Sides	61	✓	43	2/1000 Plating Renewed. Stern Frame
Removed and Faird or Repaired	✓	3	✓	On the Way	✓	✓	✓	Midship Port & Rudder New. Stern
Faird or Repaired in place	2	2	✓	✓	✓	✓	✓	For Rudder. Rudder. Rudder.

PRESENT CONDITION OF THE	
Decks <u>Good</u>	Bulkheads <u>Good</u>
Caulking of Decks <u>Good</u>	Ceiling <u>Good</u>
Coamings <u>Good</u>	Cement <u>Good</u>
Beams & Fastenings <u>Good</u>	Rudder <u>Good</u>
Outside Plating <u>Good</u>	Steering gear and connections <u>Good</u>
" " in way of sidelights <u>Good</u>	Windlass <u>Good</u>
Frames <u>Good</u>	Have pumps been examined and found efficient? <u>Yes</u>
Reverse Frames <u>Good</u>	Have Sluice Valves been examined and found efficient? <u>Yes</u>
Longitudinals <u>Good</u>	Have Watertight Doors been examined and found efficient? <u>Yes</u>
Transverses <u>Good</u>	Have Ventilators and their coverings been examined and found efficient? <u>Yes</u>
Floors <u>Good</u>	Air and Sounding Pipes <u>Good</u>
Keelsons <u>Good</u>	Doubling Plates under Sounding Pipes <u>Good</u>
Stringers <u>Good</u>	
Inner Bottom Plating <u>Good</u>	
Have the Tanks been examined internally? <u>Yes</u>	
Have the Tanks been tested? <u>Yes</u>	

Engine Room Skylights <u>Good</u>	Copper, or Y.M. (State if on Felt.) <u>Good</u>
Oil Bunkers <u>Good</u>	When fitted, Month <u>Renewed</u> Year <u>1942</u>
Scuppers <u>Good</u>	Boats <u>Good</u>
Cargo Hatchways <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Hatches <u>Good</u>	Condition, how ascertained (State if wedges removed.) <u>Good</u>
Planking <u>Good</u>	Equipment letter <u>BT</u>
Caulking <u>Good</u>	Anchors, No. of <u>3B - 1S</u>
Treenails <u>Good</u>	Cables (State if now ranged.) <u>Good</u>
Breasthooks & Stemson <u>Good</u>	" length <u>210</u> mean diam. <u>2 1/2</u>
Transoms, Pointers & Crutches <u>Good</u>	" Rule length <u>300</u> Fms. size <u>2.6/16</u>
Timbers of Frame at openings <u>Good</u>	Chain Locker <u>Good</u>
" " at other places <u>Good</u>	Hawser & Warps <u>Good</u>
Stringers, Clamps & Shelves <u>Good</u>	Standing and Running Rigging <u>Good</u>
Salting (State if examined.) <u>Good</u>	Sails <u>Good</u>

## General Observations, Opinion as to Class, Recommendation, &amp;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 now in a good and efficient condition, eligible in my opinion to remain as

classed and have the Notation of "Examined 6.42" and fresh record of survey 6.42 in the

Register Book, subject to 90 Fms. of chain cable of rule weight and test being placed on

board at an early convenient opportunity, and indented plating in the 4th strake below sheer on the starboard side in way of bridge being dealt with at the Owner's convenience.

Survey Fee (per Section 29) Gen. Exam., \$180.00Special Damage & Repair Fee (if any) Dock & Rps. \$1200.00(per Sec. 29) Fbrd. Renewal 45.00Travelling Expenses (if chargeable) N.N.S. £ 5.00" " (Baltimore) \$77.00Second Surveyor's Fee (if any) £

Fees applied for,

5/8/ 1942

Received by me,

19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

NEW YORK AUG 12 1942

Deferred for Equipt.  
N.E. 6, 42 - LMC - 6, 42.  
T. S. N. 6, 42.

1000 ft.  
Car: pet. in bulk subject  
Intt. for oil fuel  
but Deferred for Equipt.



S/S "ACME"

"C" Strake: Plates Nos. 1, 2 & 3 renewed.  
"D" Strake: Plate No. 1 renewed.  
"E" Strake:- Plates Nos. 2, 3, & 4 renewed.  
"F" Strake: Plates Nos. 1, 2, 3 & 4 renewed.  
"G" Strake: Plates Nos. 1, 2 & 3 renewed.  
"H" Strake: Plates Nos. 1, 2 & 3 renewed.  
"J" Strake: Plates Nos. 1, 2, 3 & 4 renewed.  
"K" Strake: Plates Nos. 1, 2, 3 & 4 renewed.  
"L" Strake: Plates Nos. 1, 2 & 3 renewed.  
"M" Strake: Plates Nos. 1, 2 & 3 renewed.  
"N" Strake: Plates Nos. 1 & 2 renewed.

Starboard Side:-

"A" Strake: Plates Nos. 1, 2 & 3 renewed.  
"B" Strake: Plates Nos. 1, 2 & 3 renewed.  
"C" Strake:- Plates Nos. 1, 2 & 3 renewed.  
"D" Strake:- Plate No. 1 renewed.  
"E" Strake: Plates Nos. 2, 3 & 4 renewed.  
"F" Strake:- Plates Nos. 1, 2, 3 & 4 renewed.  
"G" Strake: Plates No. 1, 2 & 3 renewed.  
"H" Strake: Plates Nos. 1, 2 & 3 renewed.  
"J" Strake: Plates Nos. 1, 2, 3 & 4 renewed.  
"K" Strake: Plates Nos. 1, 2, 3 & 4 renewed.  
"L" Strake:- Plates Nos. 1, 2 & 3 renewed.  
"M" Strake: Plates Nos. 1, 2 & 3 renewed.  
"N" Strake: Plate No. 1 renewed. All plates numbered from aft.

Shell plates "K" 8 & "L" 8, on the port side stated to have been damaged during salvage operations removed and renewed.

Shell plate "F" 5 on the port side partly out adrift, faired and re-riveted.

One bulkhead bracket and one bracket clip renewed.

One longitudinal frame cropped and part renewed.

Shell plate "M" 11, on port side holed. Hole dressed out and a rivetted spigot patch fitted.

Internal Work:- Port Side:

No. 10 transverse frame renewed with face bar and all clips.

No. 11 & 12 transverse frames removed, faired and refitted.

Starboard Side:-

No. 10 transverse frame renewed with face bar and all clips and brackets.

Face bar on No. 11 transverse frame removed, faired and refitted.

Dynamo flat renewed with all brackets, angles, flanged brackets, deck and deck beams and clips from the port to the starboard sides.

Main deck aft of transverse frame 11 renewed with all deck beams, brackets, clips, flanged brackets and deep girders.

After peak tank bulkhead with all stiffeners, shall angles, stringers, brackets and connections completely renewed. Swash bulkhead in after peak tank completely

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



S/S "ACME"

renewed with all angles fore and aft. After peak tank top with all stiffeners and brackets renewed. All frames, deep floors, stringers and brackets aft of the after peak bulkhead to the transome floor renewed. Transome floor on the port side cropped, faired and refitted in place with double riveted double butt straps. Upper deck with stringers, deck beams and girders, brackets, deck angles and stanchions renewed. Poop deck from after side of engine casing and stringer plates port and starboard sides renewed. All deck beams, brackets and deck girders renewed. Foundation for mooring winch renewed and a new mooring winch fitted in place. All bitts and mooring chocks refitted. Complete new engine casing with stiffeners fitted. Skylights renewed. Domestic refrigerator chambers renewed with all piping, "Freon" compressor and motor for same.

All quarters on the port and starboard sides overhauled and repaired. Bulkheads part renewed, flooring renewed, all room fittings renewed and all heating and sanitary arrangements overhauled, renewed and placed in good order. All after quarters redecorated and fitted with new doors. Mess room and galley repaired as found necessary and placed in good condition.

Twelve main frames on the port side renewed and three removed, faired and refitted from the after peak bulkhead forward.

All brackets and clips to transverse frames renewed.

Twelve main frames on the starboard side renewed with brsokets and clips to transverse frames. Three intercostals renewed between the end of engine room tank and the after peak bulkhead with clips and shell connections.

On completion of this, the engine room tank and after peak tank tested to rule requirements and found tight. All other work hose tested and found tight.

A new stern frame and rudder post has been made, tested, machined and fitted in place. Stern frame 10½" x 8½" and rudder post 9" x 8½" cast steel.

On machining, these castings were examined and as far as can be seen they are good sound castings.

An entire new rudder as per approved plan made and fitted in place.

The main piece is of cast steel, tested, machined and found to be a good casting as far as can be seen. The rudder is of the stream lined variety.

Side plating 21 Lb. plating, stiffened by 8 - 21 Lb. diaphragm plates and 21 Lb. intercostal plates with closing plates top and bottom. All welded construction. Rudder tested on completion of construction and found tight. All new pintles (5) and bushings fitted. Upper rudder stock renewed.

Stream line plates fitted to the forward end of rudder. A new 8" x 8" steering gear engine made by Webster & Brinkley of Seattle, now fitted on board with bearings and carrier ring fitted to the deck. Gear tested under steam and found to be in good order. Hand steering gear now renewed - tested and found satisfactory.

Three new life boats now placed on board complete with all equipment complying with the U.S. Government requirements. One new work boat now supplied.

All broken port light frames and glasses for same renewed.

All damaged ventilators on poop deck repaired or renewed.

Hospital space on port side restored as originally.

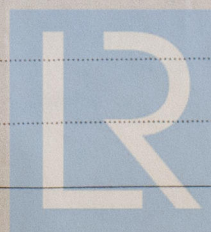


S/S "ACME"

All cargo lines and stripping lines and deck lines tested and repaired with part new material. Heating coils in bunkers and cargo smothering lines in tanks and on deck tested and repaired as found necessary with part new material. Lubricating oil tanks repaired. New and repaired work hose tested and found tight.

General Examination

Vessel placed on dry dock. Bottom, stern frame and rudder recoated. Fore peak tank, deep tanks, cofferdams and all main cargo tanks and summer tanks examined internally and tested. D.B. tanks under main boilers and main engines examined internally and tested. Deep floors in No. 9 main cargo tank renewed complete. Two web frames on the starboard after bulkhead of No. 1 tank and two web frames on the starboard side on the after bulkhead of No. 2 tank cropped and part renewed. The top portion of all wasted angles on bulkheads connecting bulkhead brackets to bottom longitudinals cropped and part renewed. Patches welded to center line bulkheads as required. Weather decks, hatches, hatchways, beams and fastenings, tank lids and fastenings, ventilators and coamings for same examined and found in good order. Chain cables ranged and examined. 210 Ftms. 2.6/16" - 2.3/16". One length of worn cable removed from the vessel at this port. Chain locker examined and chain cables restowed. Masts and rigging examined from deck and found in fair condition. Windlass opened up and examined and found in good order. Anchors 3B - 1S., in good order. A freeboard renewal survey has been held at this time - marks verified and found to agree with the old certificate. Steam and hand steering gear now renewed, tested out and found efficient.



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Foundation