

MARINE SURVEY

Lloyds

+10041

ON MARCH THE 10TH, 1942, AND AT THE REQUEST OF MR. H.J. TOWNING, LLOYDS AGENT AT MARACAIBO VENEZUELA, I DID, ACCOMPANIED BY MR. A. ROBISON REPRESENTATIVE OF THE MENE GRANDE OIL COMPANY, ALSO OF MARACAIBO VENEZUELA, HOLD A JOINT SURVEY ON BOARD THE OIL TANKER MONAGAS TO ASCERTAIN THE EXTENT OF DAMAGE CAUSED WHEN VESSEL WAS TORPEDOED & ALSO OF DAMAGE SUFFERED BY THE VESSEL CAUSED BY FIRE AFTER HAVING BEEN TORPEDOED AND FINALLY DAMAGED TO VESSEL WHEN STRANDED ON THE EAST COAST OF THE GUAJIRA PENINSULA, AND TO ASCERTAIN THE POSSIBILITY OF SALVAGE OF THE ABOVE NAMED VESSEL.

WHEN BOARDED THE VESSEL WAS FOUND TO BE LYING AT RIGHT ANGLES TO THE BEACH AND AT A DISTANCE OF ABOUT 200 FEET FROM IT, IN A POSITION 3 MILES SOUTH OF PUNTA ESPADA, GUAJIRA PENINSULA COLOMBIA.

AT TIME OF BOARDING THE VESSEL HEAVY SEAS POUNDED THE STERN AND STARBOARD QUARTER. BOTH FORE AND AFTER ENDS OF VESSEL WERE WORKING CONSIDERABLY, AND FROM SOUNDINGS TAKEN FROM THE VESSEL IT IS SUGGESTED THAT THE MONAGAS, AT TIME OF MAKING SURVEY WAS LYING ON A REEF IN THE REGION OF NO. 2. TANK, WHERE SOUNDINGS WERE FOUND TO BE 11 FT., HARD BOTTOM. SOUNDINGS AT ANY DISTANCE AWAY FROM VESSEL COULD NOT BE TAKEN DUE TO BAD WEATHER.

THE MONAGAS HAD BEEN TORPEDOED ON FEBRUARY 16TH, ABANDONED AND DRIFTED, ON FIRE, UNTIL THE NIGHT OF FEBRUARY 18TH, WHEN SHE STRANDED ON THE GUAJIRA PENINSULA. ACCORDING TO REPORTS TAKEN FROM THE NATIVES OF TUCACAS (PUERTO LOPEZ) THE FIRE BURNT ITSELF OUT ON FEBRUARY 23RD., 1942.

SHELL PLATING PORT SIDE, IN WAY OF NOS. 1 & 2 MAIN CARGO TANKS:

THE ENTIRE PLATING IN WAY OF NOS. 1 & 2, PORT MAIN CARGO TANKS, A DISTANCE OF ABOUT 56 FEET, AND TO A DEPTH WELL BELOW THE WATER LINE WAS FOUND TO BE COMPLETELY DEMOLISHED, THE RAGGED EDGES OF THE REMAINING PLATES AT THE FORE AND AFTER ENDS OF THE DEMOLISHED SECTION ARE BENT INBOARD.

SHELL PLATING STARBOARD SIDE IN WAY OF NO. 2. TANK.

THE SHELL PLATING IS FRACTURED FROM BELOW THE WATER LINE VERTICALLY TO THE DECK ANGLE BAR AT ABOUT 3 FEET ABAFT THE TRANSVERSE FRAME IN THE CENTER OF NO. 2 STARBOARD MAIN CARGO TANK. FROM THE DECK ANGLE BAR THIS FRACTURE RUNS SLIGHTLY FORWARD AND ACROSS THE MAIN DECK THEN VERTICALLY UP THE TRUNK EXPANSION SIDE THENCE OVER THE EXPANSION TOP LEADING A LITTLE AFT AND ACROSS THE COLLAPSED EXPANSION TOP IN THE DIRECTION OF THE HOLE ON THE PORT SIDE.

MAIN DECK PORT SIDE.

THE ENTIRE DECK IN WAY OF NOS. 1 & 2 TANKS ON THE PORT SIDE HAS BEEN COMPLETELY DEMOLISHED.

THE REMAINING DECK FROM NO. 3 TANK AFT TO NO. 6 TANK IS BADLY BUCKLED AND DISTORTED, AND SECTIONS OF RIVETS HAVE BEEN STARTED AND OTHERS BLOWN OUT.

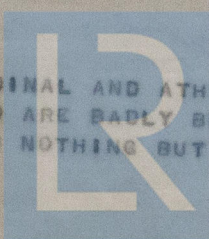
EXPANSION TRUNK PORT SIDE IN WAY OF NOS. 1 & 2 TANKS.

THE EXPANSION TRUNK IN WAY OF NOS. 1 & 2 TANKS HAS COLLAPSED AND IS LYING OVER INTO THE HOLE CAUSED BY THE MISSING MAIN DECK; THE VERTICAL SIDE OF THE EXPANSION TRUNK HAS BEEN BLOWN TO PRACTICALLY RIGHT ANGLES OF ITS ORIGINAL POSITION BEFORE COLLAPSING. THE EXPANSION TOP SLOPES AWAY FROM THE STARBOARD SIDE DOWN TO THE PORT SIDE, THE MAST IS STILL SECURE ON THE EXPANSION TOP BUT DUE TO THE COLLAPSE OF THE EXPANSION TOP IS LYING ABOUT 20 DEGREES OVER TO PORT FROM THE PERPENDICULAR. THE VERTICAL SIDE OF THE EXPANSION TRUNK FROM NO. 3 AFT TO NO. 6 TANK IS BADLY BUCKLED AS ALSO IS THE EXPANSION TOP UNDER THE AMIDSHIP ACCOMMODATION.

MAIN TANKS.

ALL BULKHEADS, BOTH LONGITUDINAL AND ATHWARTSHIP IN NOS. 1 & 2 MAIN CARGO TANKS HAVE COLLAPSED AND ARE BADLY BUCKLED AND TORN. WHAT COULD BE SEEN OF THE INTERIOR SHOWED NOTHING BUT A MASS OF TWISTED AND TORN STEEL.

W151-00623



© 2020

Lloyd's Register
Foundation

NO. 2. CONTINUATION

MAIN TANKS

AND TORN STEEL. THE FORWARD BULKHEAD OF NO. 3 TANK HAS ALSO COLLAPSED, THE AFTER BULKHEAD BETWEEN NO. 3 & 4 TANKS APPEARS TO BE STANDING BUT LEAKING AS OIL WAS PASSING OUT THROUGH NO. 3 TANK.

ACCOMMODATION AMIDSHIPS (INCLUDING BRIDGE, WHEEL HOUSE & CHART ROOM).

THIS SECTION OF THE VESSEL IS COMPLETELY DESTROYED AND ALL THAT REMAINS IS A TRISTED MASS OF STEEL.

MAIN PUMP ROOM.

DUE TO ABOUT 11 FEET OF OIL & WATER IN THIS COMPARTMENT THERE WAS NO POSSIBILITY OF MAKING AN EXAMINATION OF PUMPS VALVES ETC.

ENGINE ROOM AND STOKEHOLD.

WATER WAS FOUND TO HAVE REACHED A LEVEL OF 2" (INCHES) BELOW THE TOP GRATING OR ABOUT 6" (INCHES) ABOVE THE BOTTOM LEVEL OF THE CYLINDERS; THE SAME LEVEL OF WATER WAS FOUND IN THE STOKEHOLD.

PORT & STARBOARD CREWS ACCOMMODATION.

THIS SECTION OF THE VESSEL IS COMPLETELY GUTTED, AND DECKS WERE FOUND TO BE BADLY DISTORTED. THE SHELL PLATING, (J.B.K.) STRAKES IN WAY OF THE PORT AND STARBOARD CREWS ACCOMMODATION IS BADLY BUCKLED AND DISTORTED.

ENGINEER'S ACCOMMODATION PORT & STARBOARD.

ALL THIS ACCOMMODATION INCLUDING TOILETS, BATHROOM AND STEWARD'S PANTRY ARE COMPLETELY GUTTED AND BURNT OUT. STEEL DECKS IN ALLEYSAYS BADLY BUCKLED AND DISTORTED AS ARE REMAINING STRUCTURALS.

GALLEY.

GALLEY COMPLETELY GUTTED BY FIRE.

BOAT DECK.

ALL DECK PLANKING DESTROYED BY FIRE, AND DECK PLATING BUCKLED AND DISTORTED. THE PORT LIFEBOAT WAS REMOVED FROM THE VESSEL BY PERSONS UNKNOWN AND OUR INFORMATION IS THAT IT SANK ALONGSIDE VESSEL.

POOP DECK.

THE DECK PLANKING ON THE PORT & STARBOARD SIDES COMPLETELY BURNED OUT. THE STEEL DECKS WHICH WERE UNDER THIS DECK PLANKING WERE FOUND TO BE BADLY BUCKLED, DISTORTED AND RIVETS SHEERED. THE STEEL DECK OUTSIDE OF THE GALLEY AND OVER THE FRESH WATER TANK SPACE IS BADLY BUCKLED AND DISTORTED.

FORECASTLE HEAD.

FORWARD OF THE CARGO HOLD THE VESSEL APPEARS TO BE UNTOUCHED BY FIRE; THOUGH IT WAS FOUND THAT ALL STORE ROOMS UNDER FORECASTLE HEAD HAD BEEN OPENED AND CONTENTS REMOVED. THE STARBOARD ANCHOR HAD ALSO BEEN RELEASED.

CONCLUSION.

DUE TO THE EXTENT OF THE DAMAGE SUFFERED BY THE VESSEL THROUGH TORPEDO FIRE AND STRANDING SALVAGE IS CONSIDERED TO BE OUT OF THE QUESTION.

IT IS POINTED OUT THAT DUE TO WEATHER CONDITIONS AND THE EXPOSED POSITION OF THE VESSEL, IT IS OUR OPINION THAT IN A VERY SHORT TIME THE FORE PART OF THE VESSEL WILL BREAK OFF AND THE AFTER END PROBABLY SWING ROUND PARALLEL TO THE SHORE LINE.

WE BASE THIS BELIEF ON THE FACT THAT WHEN WE BOARDED THE VESSEL THE FRACTURE THROUGH THE SHELL PLATING AND EXPANSION TRUNK REFERRED TO ABOVE WAS ONLY OPEN 1" (INCH) BUT ON OUR LEAVING THE VESSEL, DUE TO INCREASING SEAS AND THE WORKING OF BOTH ENDS OF THE VESSEL THE FRACTURE HAD OPENED TO AN EXTENT OF 4" (INCHES). THERE IS CONSIDERABLE MOVEMENT IN THE FORE PART OF THE VESSEL, AND ALSO IN THE AFTER END, WHEN THE HEAVY SEAS STRIKE THE STARBOARD QUARTER AND STERN.

W151 - 00623

No. 3.

MONAGAS SURVEY.

REMARKS.

THE SURVEY PARTY LEFT MARACAIBO THE 7TH, OF MARCH AT 0920 AND JOURNEYED BY CAR TO CASTILLETES ON THE VENEZUELAN BORDER LINE ARRIVING AT 2115 ON THE SAME DAY.

THE PARTY LEFT THIS POINT THE FOLLOWING MORNING AT 0700 MARCH THE 8TH, FOR TUCACAS (PUERTO LOPEZ) COLOMBIA WHERE ATTEMPTS WERE MADE TO HIRE A SCHOONER TO CONTINUE THE TRIP TO THE POINT WHERE THE MONAGAS WAS STRANDED. NO SCHOONERS WERE AVAILABLE AT TUCACAS (PUERTO LOPEZ) AND ACTING ON THE ADVICE OF THE LOCAL AUTHORITIES WE PROCEEDED OVERLAND TAKING WITH US A CAYUCO (NATIVE BOAT) WHICH WE HAD HIRED FOR THE PURPOSE OF BOARDING THE VESSEL. UNFORTUNATELY DUE TO THE TERRAIN WHICH CONSISTED OF DEEP SAND WE WERE UNABLE TO REACH THE MONAGAS BY THIS MEANS. BEING FORCED TO RETURN TO TUCASAS (PUERTO LOPEZ) ON THE NIGHT OF THE SAME DAY. ON THE FOLLOWING MORNING MARCH 9TH, WE WERE SUCCESSFUL IN ENGAGING THE SERVICES OF THE SCHOONER CLARA VIRGINIA, AND AFTER BALLASTING VESSEL, WE WERE ABLE TO LEAVE TUCACAS (PUERTO LOPEZ) ON THE TIDE OF THE SAME MORNING. DUE TO WEATHER CONDITIONS IN THE LATE AFTERNOON IT WAS NOT POSSIBLE TO ATTEMPT TO APPROACH THE MONAGAS AND ANCHORAGE WAS FOUND AT PUERTO FRANCES WHERE WE REMAINED UNTIL 0300 ON THE MORNING OF THE 10TH., OF MARCH, AT WHICH TIME WE PROCEEDED TO THE MONAGAS BUT DUE TO PREVAILING BAD WEATHER THE SCHOONER WAS OBLIGED TO LAY OFF AND THE PARTY BOARDED THE VESSEL IN THE SMALL BOAT UNDER GREAT DIFFICULTY. THE SURVEY PARTY BOARDED THE VESSEL AT 0615 ON MARCH THE 10TH., REMAINING ON BOARD UNTIL 0945, WHEN, DUE TO THE WORKING OF THE VESSEL, AND THE DANGER OF FIRE OR EXPLOSION, WHICH COULD HAVE BEEN CAUSED BY THE FRICTION OF THE FRACTURED PLATES AND THE GREAT QUANTITY OF GAS PRESENT IN ALL PARTS OF THE VESSEL. THE PARTY LEFT BY SMALL BOAT AND BOARDED THE SCHOONER WHICH WAS LYING MUCH FURTHER OFF DUE TO THE INCREASING WIND AND SEA. THE PARTY WAS ACCOMPANIED, AT THE REQUEST OF MR. H.J. TOWNING LLOYDS AGENT AT MARACAIBO BY A PROFESSIONAL PHOTOGRAPHER WHO TOOK THE PHOTOGRAPHS OF SECTIONS OF THE SHIP MENTIONED IN THIS SURVEY.

THE SURVEY PARTY ARRIVED BACK IN MARACAIBO AT 1500 ON WEDNESDAY MARCH 11TH.

Albert G. A. Robinson
ALBERT G. A. ROBINSON
OWNERS REPRESENTATIVE.



© 2020

J.B. SHARKEY
UNDERWRITERS REPRESENTATIVE.

Lloyd's Register
Foundation

W1151 - 0062