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Lloyd's Register of Shipping

24 SEP 1953

Port Aruba, N.W.I.

8th August, 1953

This is to Certify that

W. D. Wardle

undersigned Surveyor to this Society did at the request of
Representatives, attend on board the Steel Screw Steamer
"OJEDA"

Gross of Maracaibo, on August 7, 1953 as she lay afloat at
Harbour, Suracao, N.W.I. in order to carry out Part Special
the vessel.

ing was examined at this time:

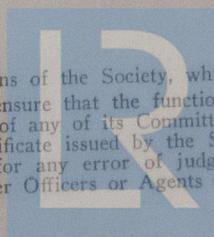
3, 4 and 5 main cargo tanks internally,
Wing Tank internally,
plating in way of cargo tanks.
plating in way of cargo tanks.

ing repairs were recommended:

Cargo Tank:
after vertical webs of Port and Starboard longitudinal
to renew (a total of 4).
after trunkdeck transverses to renew.
brackets from transverses to longitudinal bulkheads
(12).
1 and 2 Starboard longitudinal bulkhead stiffeners in way
and lower brackets of two centre support columns from
bottom girder to trunk deck.

Tank
ard and after transverse bulkhead upper and lower stringers.
transverse bulkhead stiffeners and brackets.
ard and after vertical webs of longitudinal bulkheads,
Starboard sides, together with brackets.
ard and after deck transverses together with all brackets.
angle of centre line bottom girder.
and lower brackets of two centre support columns from
bottom girder to trunk deck.
as ladder.

is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
Committees of the Society use their best endeavours to ensure that the functions of the Society are properly
understood that neither the Society nor any Member of any of its Committees is under any circumstances
held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in
any in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of
its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



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"2"

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Deck Cargo Tank:

Forward and after transverse bulkheads, upper and lower stringers to upper and lower brackets of two centre support columns from the bottom girder to trunk deck (a total of 6 brackets). Forward and after vertical webs of longitudinal bulkheads, port and starboard sides, together with connecting brackets. Access ladder.

Deck Tank:

Forward and after stringers of forward and after transverse bulkheads. Upper and lower connecting brackets of two centre support columns from centre line bottom girder to trunk deck.

Deck Tank:

Forward and after vertical webs of longitudinal bulkheads, port and starboard sides, together with brackets. Forward and after deck transverses, together with brackets. Upper and lower, forward and after transverse bulkhead stringers. Upper and lower connecting brackets of two centre support columns from centre line girder to trunk deck.

Deck Wing Tank:

Upper stringer. Forward and after transverse bulkheads. Longitudinal bulkhead stringer.

Deck Wing Tank:

Deck wing was also recommended:
Deck cargo tanks to be examined internally.
Deck tanks to be staged for examination of upper internals of tanks. Longitudinal and transverse bulkheads to be drilled to ascertain thickness of plating.
Deck girder plating throughout cargo tanks to be drilled to ascertain thickness.
Deck and trunk deck, and trunk side plating in way of cargo tanks to be drilled to verify thickness.

Deck hatchways of all wing tanks to be drilled to verify plating

Deck transverses in all tanks to be drilled to verify thickness of

Deck to be placed on drydock for examination of underwater areas remaining items as specified in the Rules for Special Survey of Tankers to be dealt with.

W.D. Warell
Surveyor to Lloyd's Register
of Shipping



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