

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report March 17th 1941 When handed in at Local Office March 17th 1941 Port of San Nicholas, Alaska, N.W.I.
No. in Survey held at San Nicholas, Alaska, N.W.I. Date, First Survey Mar. 8th Last Survey March 15th 1941
Reg. Book. (No. of Visits 7)

80791 on the ~~Wood, Iron or Steel~~ T.S.S. "ORANJESTAD"

TONNAGE:-

GROSS 2396UNDER DECK 1743NET 1242Built at Gulfport.By whom Harlow & Wolff Ltd.When 1927 9Owners Large Shipping Co. Ltd.

Owners' Address (if not already recorded in Appendix to Register Book)

Managers R.A. Carden.Port belonging to London.Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Marine Railway. Destined Voyage boasting.

Cell D Bor D Ba feet; u & 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. 219 Port Amu

Periodical Surveys, when held, must be reported in detail and seriatim 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 Copy herewith.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Annual dry docking and collision damage repairs.
The vessel placed on the Marine Railway. the bottom and rudder cleaned, examined and coated.

Summary: The bottom in good condition with the exception of the collision damage as stated below. The rudder and gunwale bushes in order.
Found in account of damage stated to have been caused by collision with the T.S.S. "KOSMOS II", 16966 gross tons of Oslo, Norway, on December 15th 1940 when completing the loading of that vessel off Oranjestad, Alaska, N.W.I. It is stated that as the T.S.S. "KOSMOS II" lay at anchor the vessel passed alongside to complete the loading of a cargo of fuel oil in bulk and during this operation owing to the Southeasterly swell the T.S.S. "KOSMOS II" sheered at her anchor bringing the vessel on the weather side where she rolled heavily.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed	ONE	TWO	✓	✓	TEN	✓	✓	42 ft rubbing band free bar.
Removed and Faired or Repaired	TWO	FOUR	✓	✓	TWO	✓	✓	95 ft quadrants. 30 ft rubbing band.
Faired or Repaired in place	31x	✓	✓	✓	✓	✓	✓	

PRESENT CONDITION OF THE

Planking of Decks	✓	Bulkheads	✓	Engine Room Skylights	✓	Copper, or Y.M. (State if on felt.)	✓
Plankings	✓	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓	When fitted, Month	✓
Planks & Fastenings	✓	Cement or Asphalt	✓	Oil Bunkers	✓	Year	✓
Side Plating	✓	Rudder	✓	Scuppers	✓	Boats	✓
Planks in way of sidelights	✓	Steering gear and its connections	✓	Cargo Hatchways	✓	Masts, Yards, &c.	✓
Planks in way of doors	✓	Windlass	✓	Hatches	✓	Condition, how ascertained (State if wedges removed)	✓
Planks	✓	Have pumps been examined and found efficient?	✓	Planking	✓	Equipment letter	✓
Planks	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓	Anchors, No. of	✓
Planks	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	Cables (State if now ranged)	✓
Planks	✓	Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stems	✓	length (on board)	✓
Planks	✓	Air and Sounding Pipes	✓	Transoms, Pointers & Crutches	✓	Rule length	✓
Planks	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	Chain Locker	✓
Planks	✓		✓	Stringers, Clamps & Shelves	✓	Hawsers & Warps	✓
Planks	✓		✓	Salting (State if examined.)	✓	Standing and Running Rigging	✓
Planks	✓		✓		✓	Sails	✓

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."

Recommendation that this vessel be continued as now classed and have a fresh record of Survey 3-41.

Survey Fee (per Section 29) Ann. 185.00Special Damage or Repair Fee (if any) (per Sec. 29) Ann. 187.50Travelling Expenses (if chargeable) Ann. 7.50Second Surveyor's Fee (if any) Ann. 185.00Fees applied for, Ann. 187.50Received by me, Ann. 187.50

Surveyor to Lloyd's Register of Shipping.

Committee's Minute noteCharacter Assigned note

FRI 11 JUL 1941

100A
Care: pet. in bulk
Att. for ab. fuel
BS. 5.51

W203-0236 12

T.S.S. "ORANJESTAD"

FOUND (Port Side)

- (1) Shell plate J.2 Set in between frames over the full length & width of the plate
- (2) Shell plate J.3 Set in and sharply distorted and two shell frames and deck beams in way moderately distorted.
- (3) Shell plate I.2 Set in for a length of four feet from the after lap for the full width of the plate.
- (4) Shell plates H.9., I.8 and I.9 in way of No. 3 air space Set in and four shell frames in way distorted.
- (5) The rubbing band in way of the after wing ballast tank started the steel face has carried away over a length of thirty feet.
- (6) Ten frames and deck beams in way of above sharply distorted the rivets of beam knees sheared.
- (7) The shell plating in way of the engineer's bathroom sharply indented at the landing of plates J.16. I.13 and I.14.
- (8) The frames and deck guardrails Set inboard & distorted over a length of approximately 25 ft.

RECOMMENDED.

- that it be removed, faired and replaced.
- that plate J.3 be renewed, the shell frames removed, faired and replaced, the deck beams cropped, faired & replaced and butt welded where cropped & the beam knees re-riveted.
- that it be removed, faired and replaced.
- that the shell plates be released at the H/I landing, faired in place and re-riveted, two shell frames in way renewed and two shell frames removed, faired & replaced.
- that the wood of the rubbing band be reconditioned and refastened the steel face be renewed for a length of forty-two feet. (1" x 6" x 42 ft).
- that the deck beams be renewed the beam knees re-riveted.
- that the plates be released at the J/I landing, faired in place & re-riveted.
- that they be faired in place.

The above repairs were carried out at this time to the satisfaction of the undersigned. All hull repairs tested upon completion of repairs & proven tight. All removals necessary in way of repairs replaced as before and new work repaired work recased as before.

Carl Newbitt.

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Lloyd's Register
Foundation

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