

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 4th Apr., 1944 When handed in at Local Office 4th Apr., 1944 Port of Galveston, Texas
 No. in Survey held at Galveston, Texas Date, First Survey 22nd June Last Survey 25th June, 1943
 g. Book. (No. of Visits 5)

6914 on the ~~WOOD~~ ~~IRON~~ ~~STEEL~~ "JOHN WORTHINGTON"
 TONNAGE:— Built at Vancouver, Wash. By whom G. M. Standifer Cnst. Corp. When 1920 12
 GROSS 8166 Owners ~~Standard Oil Co. of N.J.~~ Owners' Address
 UNDER DK. 7852 Managers United States War Shipping Admin. Port belonging to Wilmington, Del.
 NET 5155

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Galveston Dry Docks, Inc. Destined Voyage
 All 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. 9160 Port L.A.

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. Ref. H dated 14th December, 1943, and Gal. letter dated 3rd March, 1944

In 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 *no longer*

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 Shelter	*LMC 2, 37
dk. with freeboard	BS 3, 43
3, 43	CL(N) 3, 41
Examined 3, 43	
ss Mob. No. 3-4, 33	Donkey boiler not to be used.
ss Gal. No. 1-37	
Carrying Petroleum in bulk Fitted for oil fuel 12, 20 F.P. above 150°F.	
Society's Freeboard (if assigned) as painted on Ship and now verified	ft. ins.

required only to accept of vessel Was a damage report made by anyone else? if so, by whom? *to*

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage

This report is for the information of the Committee.
 Surveys and repairs were held in abeyance from June 1943 until March 1944. The vessel has been delivered to the shipbreakers, the General Export Iron & Metal Company at Harbor Island, Texas. Some of the auxiliaries and fittings had already been removed at Galveston. Nothing was done towards S.S. & L.M.C. at this time.

Work done: Vessel placed on a dry dock, survey and notes made of repairs necessary on account of any damage stated to have occurred on May 27th, 1943:

The following specification of damage repairs was made:

All Plates - Numbered from aft
 Plates Nos. 7 and 8 to be renewed. (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								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Condition of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Fittings	Cement or Asphalt	Oil Bunkers	Boats
Rivets & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Deck Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" in way of sidelights	Windlass	Hatches	Equipment letter
Structural Frames	Have pumps been examined and found efficient?	Planking	Anchors, No. of
Longitudinals	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Transverses	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
Stanchions	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Stanchions	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Bottom Plating	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Have the Tanks been examined internally?		" " at other places	Standing and Running Rigging
Have the Tanks been tested?		Stringers, Clamps & Shelves	Sails
		Salting (State if examined.)	

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."

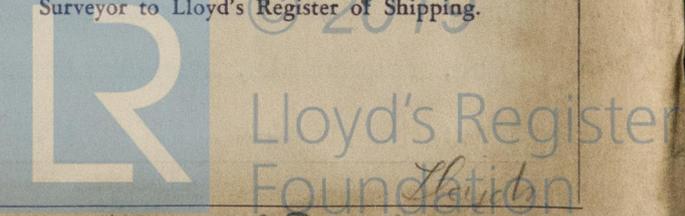
This vessel was delivered to the shipbreakers, the General Export Iron and Metal Company, at Harbor Island, Texas on March 22nd, 1944, and we understand that some parts have already been dismantled.

Survey Fee (per Section 29)	Enemy Act. Damage	\$100.00	Fees applied for,
Additional Damage or Repair Fee (if any) (per Sec. 29)			7/3/ 1944
Selling Expenses (if chargeable)		2.50	Received by me,
Additional Surveyor's Fee (if any)			9/3/ 1944

For L. Dunning & J. Finlay
L. Dunning
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Character Assigned *Transmit to London*

8.6.74
 24.5.44



W245-0063(114)

Is Certificate required? If so, to be sent to

Port Side

- A Strake, Plates Nos. 7 and 8 to be renewed.
- B Strake, Plate No. 6 to be renewed.
- C Strake, Plate No. 6 to be renewed.
- F Strake, Plate No. 10 to be renewed.
- G Strake, Plates Nos. 8 and 9 to be renewed.
- H Strake, Plates Nos. 8 and 9 to be renewed.
- J Strake, Plates Nos. 8 and 9 to be renewed.
- K Strake, Plates Nos. 8 and 9 to be renewed.
- L Strake, Plate No. 8 to be renewed.

Starboard Side

- A Strake, Plates Nos. 7 and 8 to be renewed.
- B Strake, Plates Nos. 5, 6 and 7 to be renewed.
- C Strake, Plates Nos. 5, 6 and 7 to be renewed.
- D Strake, Plates Nos. 4, 5 and 6 to be renewed.
- E Strake, Plates Nos. 3 and 4 to be renewed.
- F Strake, Plates Nos. 8, 9 and 10 to be renewed.
- G Strake, Plates Nos. 8, 9 and 10 to be renewed.
- H Strake, Plates Nos. 8, 9 and 10 to be renewed.
- J Strake, Plates Nos. 7, 8 and 9 to be renewed.
- K Strake, Plates Nos. 8 and 9 to be renewed.
- L Strake, Plates Nos. 7 and 8 to be renewed.

Bilge Keel

Renew eighty (80) lineal feet of bilge keel plating, starboard side in way of renewed

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	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.			
					Fathoms.	Ins.	Tons.	Tons.					

plates.

Sea Valves

Open for examination all sea valves in engine room, cargo pump room and forward peak, including bilge injection valve and overboard discharge valves from condenser. Make tight, reassemble, repack and close up in good order.

Tailshaft

Draw tailshaft for examination, rewood and bore out stern bushings, clean out stern tube, reassemble, repack stern gland and connect up in good order. Test and harden up.

(See Contn.)

"JOHN WORTHINGTON"

all propeller blade nuts. Renew cement at base of blades and hub.

Rudder

Renew all (4) rudder gudgeon bushings and retainer rings; also test and harden up all rudder palm bolts and pintle nuts. Refit rudder locking pintle.

Shelter Deck Plating (Plates numbered from aft)

Renew deck plates #6 and #7 in A Strake (center strake).

Renew deck plate #6 in B Strake, port side.

Renew deck plate #7 in C Strake, port side.

Renew deck plate #8 in D Strake, port side.

Part release, fair in place and rivet plate #5 in E Strake, port side.

Part release, fair in place and rivet plate #9 in Stringer Strake, port side.

Renew deck plates #6 and #7 in B Strake, starboard side.

Renew deck plates #6 and #7 in C Strake, starboard side.

Renew deck plate #8 in D Strake, starboard side.

Butterworth Openings and Covers

Cut Butterworth openings complete with covers in all renewed deck plating.

Renew missing and damaged covers, also studs and nuts for Butterworth openings in deck plating.

Main Deck Plating (Plates numbered from aft)

Renew deck plate #4 in D Strake, port side.

Renew deck plate #3 in E Strake, port side.

Renew deck plate #9 in Stringer Strake, port side.

Renew deck plates #3, #4 and #5 in D Strake, starboard side.

Renew deck plates #3, #4 and #5 in E Strake, starboard side.

Renew deck plates #8, #9 and #10 in Stringer Strake, starboard side.

Renew all main deck longitudinal beams from frame #26 to frame #35, starboard side, including all connecting brackets and clips.

Renew all main deck longitudinal beams from frame #29 to frame #32, starboard side, including all connecting brackets and clips.

Transverse Bulkheads

Transverse Bulkhead #32, port side, between #7 and #8 Main Cargo Tanks

Renew lower section of inboard panel plate full length, as original.

Renew 2nd, 3rd and 4th strakes of bulkhead plating, full length as original. Strakes numbered from bottom.

Part release, fair in place and rivet 5th strake of bulkhead plating.

Renew all horizontal stiffeners including brackets and clips in way of new bulkhead plating.

Renew horizontal shelf plate at main deck level, complete with all connections.

Renew both inboard and outboard vertical web frames from main deck level to buttlap of bottom bracket, complete with face bar, stiffeners and connecting clips.

Transverse Bulkhead #29, port side, between #8 and #9 Main Cargo Tanks

Renew lower section of inboard panel plate full length, as original.

Part release, fair in place and rivet bottom strake of bulkhead plating.

Renew 2nd and 3rd strakes of bulkhead plating, full length as original. Strakes numbered from the bottom.

(See Contn.)

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Renew all horizontal stiffeners, including all brackets and clips in way of new bulkhead plating.

Renew both inboard and outboard vertical web frames from main deck level to buttlap of bottom bracket, complete with face bar, stiffeners and connecting clips.

Transverse Bulkhead #32, starboard side, between #7 and #8 Main Cargo Tanks
Renew lower section of inboard panel plate, full length as original.

Renew outboard panel plate, full length as original, including all brackets, clips and boundary bars in way of new panel plate.

Renew 1st, 2nd, 3rd and 4th strakes of bulkhead plating, full length as original. Strakes numbered from bottom.

Renew all horizontal stiffeners, including brackets and clips, in way of new bulkhead plating.

Renew horizontal shelf plate at main deck level, complete with all connections.

Renew both inboard and outboard vertical web frames from main deck level to bottom shell, complete with face bar, stiffeners, brackets and connecting clips.

Transverse Bulkhead #29, starboard side, between #8 and #9 Main Cargo Tanks
Renew in its entirety, from shelter deck to bottom shell and from centerline to ship's side, all plating, all horizontal stiffeners, brackets, clips and connections, including vertical web frames and shelf plate complete. Renew all boundary bars in way of new bulkhead.

Centerline Bulkhead #7 Main Cargo Tank
Renew bottom strake of plating from original buttlap aft of frame #34 to transverse bulkhead #32.

Renew 2nd and 3rd strakes of bulkhead plating, full length as original. Strakes numbered from bottom.

Renew all horizontal stiffeners including brackets and clips in way of new bulkhead plating.

Centerline Bulkhead #8 Main Cargo Tank
Renew in its entirety, from shelter deck to bottom shell, all bulkhead plating, including all horizontal stiffeners, brackets, clips and connections; also all boundary bars in way of new bulkhead.

Centerline Bulkhead #9 Main Cargo Tank
Renew bottom strake of plating from frame #29 to original buttlap aft of frame #28.

Renew 2nd, 3rd and 4th strakes of bulkhead plating, full length as original. Strakes numbered from bottom.

Renew all horizontal stiffeners, including brackets and clips, in way of new plating.

Internal Renewals and Repairs - Main Cargo Tanks

Port #8 Main Cargo Tank

Renew all shelter deck longitudinal beams, including all connecting brackets and clips.

Renew shelter deck transverse beams #30 and #31, complete with brackets, clips and face bar.

Renew horizontal transverse girders #30 and #31 at upper deck level, complete with brackets, clips and face bars.

Renew horizontal transverse girders #30 and #31 at main deck level, complete with brackets, clips and face bars.

Renew vertical transverse web frames #30 and #31 at ship's side from main deck level to original buttlap of bottom bracket, complete with brackets, clips and face bars.

Renew vertical transverse web frames #30 and #31 at expansion trunk side from shelter deck to main deck level, complete with brackets and clips.

Renew bottom transverse web frames #30 and #31 from centerline bulkhead to original buttlap of outboard bracket, complete with all brackets, clips, stiffeners and face bars.

Renew twelve (12) side shell longitudinal frames from frame #29 to frame #32, including all connecting brackets and clips.

Remove, fair and replace six (6) bottom shell longitudinal frames; renew all connecting brackets and clips in way of same.

Renew bottom longitudinal deep girder from bulkhead #29 to bulkhead #32, including all clips brackets, shell angles and face bar.

Renew ladder complete with platform, clips, braces, brackets, stanchions and railing.

Starboard #7 Main Cargo Tank

Crop to an approved butt and part renew eighteen (18) bottom and side shell longitudinal frames, complete with all connecting brackets and clips.

Renew bottom longitudinal deep girder, from frame #32 to frame #35, complete with brackets, clips, shell angle and face bar.

Starboard #8 Main Cargo Tank

Renew all shelter deck longitudinal beams, including all connecting brackets and clips.

Renew shelter deck transverse beams #30 and #31, complete with brackets, clips and face bar.

Renew horizontal transverse girders #30 and #31 at upper deck level, complete with brackets, clips and face bars.

(See Contn.)

"JOHN WORTHINGTON"

Renew horizontal transverse girders #30 and #31 at main deck level, complete with brackets, clips and face bars.

Renew vertical transverse web frames #30 and #31 at ship's side from main deck level to bottom shell, complete with brackets, clips and face bars.

Renew vertical transverse web frames #30 and #31 at expansion trunk side from shelter deck to main deck level, complete with brackets and clips.

Renew vertical transverse web frames #30 and #31 at center line bulkhead from shelter deck to bottom shell, complete with brackets, clips and face bars.

Renew bottom transverse web frames #30 and #31 from centerline bulkhead to ship's side, complete with all brackets, clips, stiffeners and face bars.

Renew all bottom and side shell longitudinal frames from main deck level to centerline, including all connecting brackets and clips.

Renew bottom longitudinal deep girder from bulkhead #29 to bulkhead #32, complete with brackets, clips, shell angles and face bar.

Renew ladder complete with platform, clips, braces, brackets, stanchions and railings.

Starboard #9 Main Cargo Tank

Renew horizontal transverse girder #28 at main deck level, complete with brackets, clips and face bars.

Renew vertical transverse web frames #27 and #28 at ship's side, from main deck level to bottom shell.

Renew vertical transverse web frames #27 and #28 at centerline bulkhead from main deck level to bottom shell, complete with brackets, clips, stiffeners and face bars.

Renew bottom transverse web frames #27 and #28 from centerline bulkhead to ship's side, complete with all brackets, clips, stiffeners and face bars.

Renew all bottom and side shell longitudinal frames from main deck level to centerline, including all connecting brackets and clips.

Renew bottom longitudinal deep girder from bulkhead #26 to bulkhead #29, complete with all brackets, clips, shell angles and face bar.

Renew lower section of ladder and platform, complete with brackets and braces.

Internal Renewals and Repairs #5 Port Summer Tank

Renew lower strake, expansion trunk side bulkhead plating from original buttlap forward of frame #32 to original buttlap forward of frame #29, including bottom boundary bar.

Crop and part renew center strake, expansion trunk side bulkhead plating from frame #30 to frame #31.

Renew top strake, expansion trunk side bulkhead plating from original buttlap forward of frame #28 to buttlap forward of frame #31, including top boundary bar.

Renew all expansion trunk side bulkheads, longitudinal stiffeners, complete with all brackets and clips.

Renew inboard bracket on upper deck transverse web frame #30.

Crop and part renew one (1) upper deck longitudinal beam, forward of frame #30.

Internal Renewals and Repairs #5 Starboard Summer Tank

Renew lower strake, expansion trunk side bulkhead plating from original buttlap forward of frame #29 to original buttlap forward of frame #32, including bottom boundary bar.

Renew center strake, expansion trunk side bulkhead plating from original buttlap forward

of frame #27 to original buttlap of frame #33. Fair upper deck boundary bar in way of new plate.

Renew top strake, expansion trunk side bulkhead plating from original buttlap forward of frame #28 to buttlap forward of frame #31, including top boundary bar.

Renew all expansion trunk side bulkhead longitudinal stiffeners, complete with all brackets and clips.

Renew lower strake of transverse bulkhead #32, between #4 and #5 summer tanks; renew horizontal stiffener and connecting brackets and boundary bars in way of new plate.

Renew transverse web frames #28, #29, #30 and #31 at ship's side from upper deck to main deck, complete with all connecting clips.

Renew ladder and clips from shelter deck to main deck.

Hatch Coamings and Covers

Renew hatch coamings and covers, complete with all fittings for #8 port and starboard main cargo tanks.

Repack covers of #7 and #9 port and starboard main cargo tanks, also #5 port and starboard summer tanks.

Staging, etc.

Necessary staging, shoring, cribbing and removal of keel blocks to carry out all repairs. Necessary temporary lights in connection with repairs and for vessel's quarters.

Upon completion of repairs, engine room and fire room double bottoms, also peak tanks and domestic tanks to be filled with fresh water.

Necessary steam for raising steam on main boilers and for ship's use as required during repairs.

Note: The foregoing specifications contemplate the satisfactory reconditioning of vessel in way of all damage. Such items of work as may be necessary to accomplish this must be carried out by the Contractor, even though not specifically mentioned herein.

Fore and Aft Walkway:

Part release, fair in place and re-secure for a distance of approximately forty (40) feet damaged for and aft walkway in way of #8 main cargo tank.

Renew all damaged wood planking of fore and aft walkway, same to be properly fitted and secured.

Renew approximately thirty (30) lineal feet of four (4") inch piping and expansion fitting in fire line.

Renew approximately twenty (20) feet of three (3") inch piping and fifty (50) feet of four (4") inch piping, complete with necessary fittings and hangers in cargo gas vent lines.

Test and prove tight all piping under fore and aft walkway.

Starboard Subway

Renew approximately fifty (50') feet of damaged 1-1/2" piping in sanitary line in starboard subway.

Port Subway

Renew one (1) copper expansion bend 5" x 20' in deck steam line; also renew one (1) copper expansion bend 6" x 12' in deck exhaust line, including necessary hangers.

Renew approximately twenty (20') feet of 1-1/2" piping, also twenty (20') feet of 2" piping, including necessary fittings and hangers in steam smothering line.

Renew approximately twenty (20') feet of 3" piping, including necessary fittings and hangers in return line from cargo heating coils.

Test and prove tight all piping in port subway; also renew all damaged or missing pipe hange

Renewed damaged and missing magnesia and canvass covering on approximately four hundred (400) feet of various size piping in port subway; also patch and recover damaged magnesia and canvass covering on approximately one hundred twenty-five (125') feet of various size piping in port subway.

Cargo System

Renew eight (8) damaged deck standards complete for cargo valve operating rods.

Renew all damaged piping, fittings and hangers in steam smothering lines for #7, #8 and #9 port and starboard main cargo tanks, also #5 port and starboard summer tanks.

Recondition, renew damaged parts, free up and prove in good order all cargo valve operating rods in #7 and #9 port and starboard main cargo tanks, also #5 port and starboard summer tanks. Recondition deck standards.

Renew all cargo valve operating rods complete with fittings, brackets, bushings, etc., in #8 port and starboard main cargo tanks.

Renew one (1) 12" master gate valve in cargo line in #7 starboard main cargo tank.

Renew approximately twenty-seven (27') feet of 12" piping, two (2') feet of 9" piping, one (1) 12" expansion fitting, one (1) 12" x 12" x 9" tee fitting and two (2) suction bell mouths in cargo lines in #8 starboard main cargo tank.

Overhaul, renew valve stem and make tight one (1) cargo crossover valve in #8 starboard main cargo tank.

Renew approximately twenty-seven (27') feet of 12" piping, two (2') feet of 9" piping, one (1) 12" expansion fitting, one (1) 12" x 12" x 9" tee fitting, one (1) 9" angle

Rpt. 9a.

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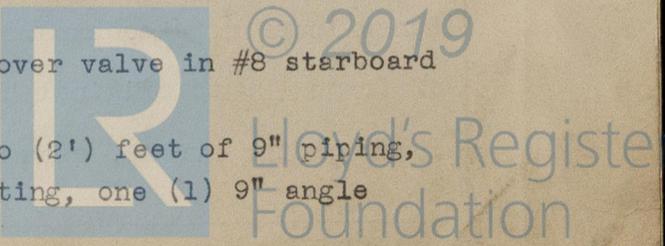
#4 star

Renew

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leaking

Renew



"JOHN WORTHINGTON"

valve and two (2) suction bell mouths in cargo lines in #8 port main cargo tank.

Renew one (1) 9" ell fitting and one (1) 12" master gate valve in cargo line in #9 starboard main cargo tank.

Renew all damaged and missing hangers and brackets for cargo lines in #7, #8 and #9 port and starboard main cargo tanks, also #5 port and starboard summer tanks.

Renew forty (40') feet of 6" piping and four (4) hangers in cargo line in #5 starboard summer tank.

Renew two (2) damaged flanges and two (2) hangers in cargo line in #5 port summer tank.

Renew one (1) 6" bulkhead expansion fitting and one (1) 6" gate valve in cargo line in #4 starboard summer tank.

Renew one (1) damaged 6" gate valve in cargo line in #1 starboard summer tank.

Renew leaking spool piece in cargo line in #3 starboard main cargo tank; also renew leaking spool piece in cargo line in #4 starboard main cargo tank.

Renew one (1) leaking 6" x 12" spool piece in bilge suction line in cargo pump room.

Renew one (1) damaged section of 4" x 15' pipe in cargo stripped line in #4 port main cargo tank.

Test at 75 lbs. hydrostatic pressure all cargo piping in all cargo lines and stripper lines in all cargo tanks and cargo pump rooms; locate all leaks, make and prove tight.

W245-0063(4/4)



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