

## REPORT OF SURVEY FOR REPAIRS, &amp;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  
(No. of Visits 5)6914 on the ~~XXXXXX~~ Steel "JOHN WORTHINGTON"

TONNAGE:—

Built at Vancouver, Wash. By whom G. M. Standifer Const. 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

LDBorDBa feet; uE&B feet; f feet  
Total capacity tons. FPT. tons; APT tons; MT feet tons.

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

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 *he longer**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. &amp; L.M.C. at this time.

Now 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:

Shell Plates - Numbered from aft

Shell

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 Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Condition of Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Plankings	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Rivets & Fastenings	Cement or Asphalt	Oil Bunkers	Boats
Deck Plating	Rudder	Scuppers	Masts, Yards, &c.
" in way of sidelights	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
Frames	Windlass	Hatches	Equipment letter
Transverse 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)
Reverses	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board)
Stems	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Gunwales	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, &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 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

Additional Damage or Repair Fee (if any) £ :

(per Sec. 29)

Selling Expenses (if chargeable) £ :

And Surveyor's Fee (if any) £ :

Fees applied for,

7/3/ 1944

Received by me,

9/3/ 1944

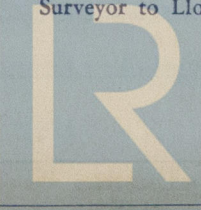
Committee's Minute

NEW YORK APR 19 1944

Character Assigned

*Transmit to London*

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W245-0063(14)







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.)

Port of Galveston, Texas

Continuation of Report No. 4463

dated 4th April, 1944

on the

"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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"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(414)

Y. L. D. + J. Y. Lloyd's Register  
Foundation