

Extracts of Deck Log - ContinuedTuesday May 2nd, 1944 - Continued

At time of going aground vessel was making about 4 kts. through water, immediate backing of engines failing to refloat ship. A radiogram was dispatched to control vessel for assistance. Continuous working of engines to float ship.

- 6:20 P.M. Tugs "Kumaki" and "Alarm" alongside to assist vessel.
7:20 P.M. Tugs gave up attempt to float ship on account of falling tide.

Wednesday May 3rd, 1944

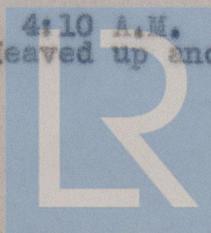
- Aground in channel
5:50 A.M. Tugs "Alarm" and "Kumaki" alongside to assist in refloating vessel.
6:20 A.M. Tug "Deleware" alongside
6:20 A.M. S.B.E. Continuous working of engines.
9:40 A.M. Tugs gave up attempt to float vessel on account of falling tide.
Awaiting high tide.
5:20 P.M. Tug "Deleware" standing by.
5:35 P.M. Tug "Kumaki" alongside.
7:30 P.M. Tug "Kumaki" away.
8:00 P.M. S.S. "British Justice" made fast alongside.
9:50 " One 6" hose connected.
10:00 " Started discharging cargo out of #5 & #7 M.T. and #2 S.T. to lighten vessel.

Thursday May 4th, 1944

- Aground in channel.
6:45 A.M. Finished lightening vessel.
6:47 A.M. S.B.E.
7:00 A.M. Tug "Alarm" alongside.
7:10 A.M. S.S. "British Justice" all clear and vessel afloat.
7:18 A.M. Tug "Alarm" away.
8:12 A.M. Pilot #4 M. Singhi left.
10:45 A.M. S.S. "British Justice" alongside.
10:55 A.M. One 6" hose connected.
11:00 A.M. Started reloading cargo from Steamer "British Justice".
Continuous reloading from vessel alongside.
6:20 P.M. Finished reloading from Steamer
6:50 P.M. Hose disconnected
8:35 P.M. Steamer all clear from ships side
9:45 P.M. Barge "Triesland" alongside.
10:30 P.M. One 6" hose connected.
10:35 P.M. Started taking on cargo.

Friday May 5th, 1944

- 3:20 A.M. Finished loading.
3:45 A.M. Hose disconnected. 4:10 A.M. Barge left.
4:14 " S.B.E. 4:15 A.M. Heaved up anchor.
4:24 " Departure."



Extract from Deck Log

Damage "B" - Tug Collision

"Tuesday May 2nd. 1944 Voyage No. 284-C

6:20 P.M. Tug "Alarm" alongside collided with vessel carrying away port stern quarter chock and bending apron plate."

Upon September 27th, 1944 and subsequent dates the undersigned attended the vessel while lying on dry dock and afloat at the Todd Shipyards Corporation, Los Angeles, California and made examination.

Attending this Survey:-

Mr. Raymond C. Jones,	Representing the Owners.
Mr. James F. Robertson,	" Lloyd's Sub Agents and Lloyd's Register of Shipping.

DAMAGE "A" Stranding

FOUND

RECOMMENDED

- | | |
|---|---|
| 1. Flat keel plates #3 & 4 from forward set up and indented full width at forward and after ends. | Renew flat keel plates #3 & 4, fair and replace existing butt straps. |
| 2. Flat keel plates #5 & 6 indented on port and starboard sides of center-line keelson. | Release, fair in place and rerivet keel plates with existing butt straps. |
| 3. Port A strake plate #2 indented at center of plate, indented approximately 1 1/2" deep by 5" long. | Release in way of longitudinals as necessary, fair indent in place and rerivet. |
| 4. Port A strake plate #3 indented slightly at forward end in 3 places also slightly indented at after end. | Fair in place indents at forward and after ends of plate. |
| 5. Port B strake plate #3 indented for full length approx. 1 1/2" deep between longitudinals. | Release plate as necessary in way of longitudinals, fair indent in place and rerivet. |
| 6. Port E strake plate #5 slightly indented at turn of bilge. | Fair indent in place. |



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November 23, 1944

INTERNALSPort & Starboard Forward Deep Tanks

7. Centerline bulkhead set up and buckled at bottom between 1st. & 2nd. transverse, and between 3rd. & 4th transverse. Crop and part renew bottom sections of bulkhead where buckled, together with bounding angles.

No.1 Port Cargo Tank

8. Centerline bulkhead set up and buckled at bottom for full length of tank. Crop and part renew bottom section of bulkhead where buckled together with bounding angles.
9. Port transverse, vertical plate set up and buckled at inboard bottom corner between centerline bulkhead and 1st. longitudinal frame. Crop and part renew transverse vertical plate where buckled on inboard corner together with shell connecting angle.
10. No.1 Tank equalizing valve on centerline bulkhead out of alignment and valve stem broken. Remove equalizing valve, renew valve stem and replace in alignment.

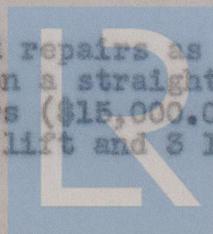
No.1 Starboard Cargo Tank

11. Starboard transverse, vertical plate slightly set up and buckled at inboard bottom corner between centerline bulkhead and 1st. longitudinal frame. To be released as necessary, faired in place together with shell connecting angles.
12. 2½" iron pipe stripping line broken, where connected to centerline bulkhead. Remove and renew broken section of stripping line.
13. It is further recommended that heating coils, piping etc., in way of damage, be removed as necessary to effect repairs, and replaced in order upon completion of same.

As the vessel was urgently required and in my opinion the damage as reported is not of such a nature as to impair the strength of the vessel, and at the request of the Owners' Representative these repairs i.e. Indented keel and shell plating with internals in way, be deferred until a more convenient opportunity.

Repairs to equalizing valve and broken stripping line Items 10 & 12 have been temporarily effected under U.S. War Shipping Administration, Master Contract, and should not exceed estimated cost of One Hundred & Fifty Dollars (\$150.00).

It is estimated the aforementioned repairs as specified, exclusive of Items 10 & 12, if carried out on a straight time basis should not exceed Fifteen Thousand Dollars (\$15,000.00) this price includes drydocking charges for 1 lift and 3 lay days.



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DAMAGE "B"

FOUND

RECOMMENDED

- 1. Port quarter gunwale plate and deck angle set inboard for approximately 6 ft. in length.
- 2. Cast iron closed mooring chock broken off in way of gunwale damage.

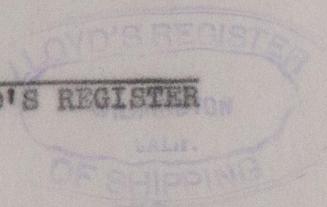
- Release gunwale plate and deck angle as necessary, fair in place and rerivet.
- Renew mooring chock.

Above repairs Items 1 & 2 have been carried out by the West Coast Shipbuilding & Drydock Corporation under U.S. War Shipping Administration Master Contract and consequently no agreed price was arranged. It is estimated these repairs will not exceed Seven Hundred, Fifty Dollars (\$750.00).

Repairs as now carried out have been completed to the satisfaction of the undersigned.

(Sgd.) James F. Robertson.

SURVEYOR TO LLOYD'S REGISTER



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