

COPY.

Lloyd's Register of Shipping.



Port LOS ANGELES HARBOR, CALIFORNIA

November 23rd, 1944

SALES RECEIPT A/C No. 1575

SURVEY FEE

\$ 100.00

EXPENSES

\$ 3.00

TOTAL

\$ 103.00

PAID FOR

Nov. 24, 1944

JAMES F. ROBERTSON

This is to Certify that

the undersigned Surveyor to this Society did at the request of

The General Petroleum Corporation's Owners' Representative, and Best & Company, Lloyd's Sub Agents, Los Angeles, California, attend on board the S.S. "AMERICAN ARROW" 8327 gross tons of New York, for the purpose of surveying and reporting upon the nature and extent of damage stated to have been sustained by stranding in Rooka Channel, Persian Gulf, on May 2nd, 1944 also damage sustained by tug colliding against vessel's port quarter, while maneuvering to assist vessel on May 2nd, 1944.

For further particulars see vessel's Log Books.

Log Books examined.

Extracts from the Deck Log as follows:-

Damage "A" Stranding

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

7:00 A.M. Tug "Tavenna" alongside.
7:30 " Harbor Master Manderson aboard.
7:30 " S.B.E.
8:18 " All clear of dock.
8:36 " Tug away.
8:39 " Harbor Master left ship.
11:45 A.M. Anchored awaiting tide.
2:10 P.M. Tug "Alarm" alongside.
2:40 " Anchor away, 2:45 P.M. Tug away.
5:30 " Vessel sheering to starboard going aground at entrance of Rooka Channel, 2½ cables from #2 buoy. Sheer of vessel was due to telemotor failing to answer wheel. On examination of telemotor system, a leak was found in union of transmitter's oil line.
Draft on sailing: Fwd. 29'00"
Aft. 29'00"
Mean 29'00"
#1 buoy bearing 47° to #2 buoy, bearing 128° to Rooks front Beacon, 102° tr.-wind south F-2, smooth sea, tide slack.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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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.
4:14 " S.B.E.
4:24 " Departure."
- 4:10 A.M. Barge left.
4:15 A.M. Heaved up anchor.

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Extract from Deck LogDamage "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" StrandingFOUNDRECOMMENDED

- | | |
|--|---|
| 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, indente approximately $1\frac{1}{2}$ " 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. $1\frac{1}{2}$ " 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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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.

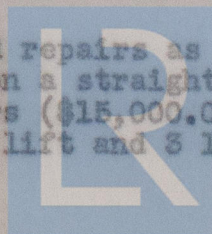
No.1 Starboard Cargo Tank

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

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.

RECOMMENDED

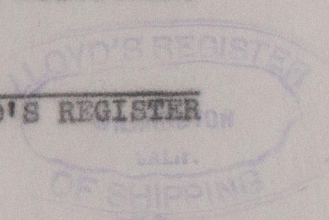
- Release gunwale plate and deck angle as necessary, fair in place and rerivet.
- Renew mooring chock.

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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