

NEW YORK OCT 10 1952

(Received at London Office NOV 1952)

No. 57938

Rpt. 8.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report Oct. 4 1952 When handed in at Local Office Oct. 8 1952 Port of NEW YORK

No. in Reg. Book 64809 on the Wood, Iron or Steel S.S. "JONANCY" Date, First Survey June 26 Last Survey Aug. 7 1952 (No. of Visits 14)

Built at Camden By whom N.Y. Ship Bldg Co. When 1915 - 12

TONNAGE:— GROSS 3289 UNDER DK. 2973 NET 1980

Owners Isbrandtsen Co. Inc. Owners' Address (if not already recorded in Appendix to Register Book). Port belonging to NEW YORK

Managers _____ Name of Dock Todd Shipyards Destined Voyage _____

Surveyed Afloat or in Dry Dock? Both Name of Dock Hoboken, N.J. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Cell DBor DBa _____ feet; uE&B _____ feet; f _____ feet
total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ feet _____ tons.

N.B.—All alterations in the existing records should be underlined.
Last Report, No. 5491 Port Gal

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1	*LMC 1.48
11.51	*NB 1.48
ss Bos. 2nd No. 3	B.S. 8.51
6.40	B.C.T. 11.51
ss Bos. 1.48	

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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR COMPLETION OF S.S., REPAIRS AND CONVERSION FROM COAL TO OIL FUEL

NOW DONE: Vessel placed in dry dock, bottom and rudder cleaned, examined, found or placed in good condition and coated.

Hatchways, ventilator coamings, deck and general equipment examined and found in order.

anchors and chain cables ranged, chain locker cleaned, examined and coated as necessary.

NOW DONE FOR COMPLETION OF SPECIAL SURVEY.

Examined the bunker spaces. Scaled and examined After peak tank internally and After peak spaces. After peak tank tested to full head and tank proven tight. Counter plating and frames in steering engine flat, Trunkway stiffeners Port & Starboard between hatches. (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.)	
Decks	Good		Good		Good		When fitted, Month _____ Year _____
Caulking of Decks	—	Ceiling	—	Coal Bunkers, Openings, Covers, &c.	—		
Coamings	Good	Cement or Asphalt	Good	Oil Bunkers	Good	Boats	Good
Beams & Fastenings	—	Rudder	Good	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	"	Condition, how ascertained (State if wedges removed.)	from aloft
" " in way of sidelights	—	Windlass	"	Hatches	Steel lids good	Equipment letter	V
Frames	Good	Have pumps been examined and found efficient?	—	Planking	—	anchors, No. of	3B 1S 1K
Reverse Frames	—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Cables (State if now ranged)	Yes
Longitudinals	Good	Have Watertight Doors been examined and found efficient?	—	Treenails	—	" length 270 mean diamr. 2" (on board)	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	—	" Rule length 270 size 2"	
Floors	"	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	—	Chain Locker	Good
Keelsons	"	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	Hawsers & Warps	Sufficient
Stringers	"			" " at other places	—	Standing and Running Rigging	Efficient
Inner Bottom Plating	"			Stringers, Clamps & Shelves	—	Sails	—
Have the Tanks been examined internally? Yes, as stated				Salting (State if examined.)	—		
Have the Tanks been tested? Yes, as stated							

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 so far as now seen, is in good condition and eligible in our opinion to remain as classed with fresh record of Docking 8.52 and have notation of S.S. N.Yk. 8.52.

Pt. S.S. Rprs & Convsn \$500.		Fees applied for,	
Survey Fee (per Section 29)	\$ 25.	Rigging	19.54
Special Damage or Repair Fee (if any) (per Sec. 29)	\$:	Late	20.
Travelling Expenses (if chargeable)	\$ 5.		
Second Surveyor's Fee (if any)	\$:		

Committee's Minute _____

Character Assigned 8.52 N.Yk. (with endorsement)

S.S. N.Yk. 11.51 + LMC 8.52

Note - Fitted for oil fuel 8.52, F.P. above 150° F.

S.O. N.Yk. 4.2.53 CERTIFICATE WRITTEN. 24.2.33

Is Certificate required? If so, to be sent to 003252-003262-0088 1/3

2500-11-39 (The Surveyors are requested to PRINTED IN)



8/51938

S.S. "JONANCY"

Oct. 8, 1952

N.Y.K. 51938

FUEL OIL CONVERSION.

Ash removal equipment completely removed including overboard piping.

Welded spigot plate, plate fitted in way of shell opening, hose-tested and proven tight.

Settling tanks fitted P&S in existing bunker spaces at frames 100 to 105, each settler tank approx. 6 ft. wide x 10 ft. long and 20 ft. high with suitable foundation and securing brackets, etc., in accordance with approved Todd Shipyards Corp. Drawing. No. 510194-1 enclosed.

D.B. tanks Nos. 3 & 4 converted to fuel. No structural changes made in No. 3

D.B., No. 4 D.B. vertical keel made tight by fitting lap welded patches over all lightening and drain holes.

Ballast lines passing through No. 3 & 4 D B tanks jointing removed and renewed with oil jointing. Piping and tanks tested and proven tight.

Cofferdam arranged forward of No. 4 between frames 101 and 102.

Open floor at frame 102 made tight by fitting plating between top and bottom framing, completely welding heel and toe of existing shell and frames, seal welding all rivets to shell, suitable manhole vent and sounding pipes, doubling plating under sounding pipes.

Ball check valves fitted to vent pipes, P&S.

D.B. Tanks Nos. 3 & 4, new cofferdam at frames 101 and 102, D.B. No. 5 reserve feed tank, all tested to full head and proven tight.

All in accordance with drawing approved by New York Office (see above).

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.			
5216	135 fathoms	2"	230 Tons	322,000 lbs	322,000 lbs				Steel Dilok	Baldt Anchor Chain & Jorje Div.	July 8, 1952 Chester, Pa. R.G. Kennedy

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		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
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	Collective Weight															
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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.

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REPORT OF SURVEY FOR REPAIRS, &c

Date of writing Report 19... When handed in at Local Office 19... Port of

No. in Reg. Book. Survey held at Date, First Survey. Last Survey. (No. of Visits)

on the Wood, Iron or Steel

TONNAGE:— Built at By whom When
GROSS Owners Owners' Address
UNDER DK. Managers (if not already recorded in Appendix to Register Book).
NET Port belonging to

Surveyed Afloat or in Dry Dock? Name of Dock. Destined Voyage

CellDBorDBa feet; E&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons } precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(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.

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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR

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		Copper, or Y.M. (State if on Felt.)	
Decks	Bulkheads	When fitted, Month	Year
Caulking of Decks	Ceiling	Boats	
Coamings	Cement or Asphalt	Masts, Yards, &c.	Condition, how ascertained (State if wedges removed.)
Beams & Fastenings	Rudder	Equipment letter	
Outside Plating	Steering gear and its connections	Anchors, No. of	
" " in way of sidelights	Windlass	Cables (State if now ranged)	
Frames	Have pumps been examined and found efficient?	" length mean diam. (on board)	
Reverse Frames	Have Sluice Valves been examined and found efficient?	" Rule length size	
Longitudinals	Have Watertight Doors been examined and found efficient?	Chain Locker	
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Hawser & Warps	
Floors	Air and Sounding Pipes	Standing and Running Rigging	
Keelsons	Doubling Plates under Sounding Pipes	Sails	
Stringers			
Inner Bottom Plating			
Have the Tanks been examined internally?			
Have the Tanks been tested?			

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."

Survey Fee (per Section 29)	\$								
Special Damage or Repair Fee (if any) (per Sec. 29)	\$								
Travelling Expenses (if chargeable)	\$								
Second Surveyor's Fee (if any)	\$								

Fees applied for, 19
Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character Assigned

SS. "JONANCY"

Masts, wedging and rigging examined from aloft. Foremast support renewed.
Steering gear and its connections examined throughout.
Windlass examined throughout. Spare bower and kedje anchors scaled and freed.

REPAIRS, WEAR & TEAR TO COMPLETE SPECIAL SURVEY.

Bunker spaces Port & Stbd. shell frames Port & Stbd. sides.
Nos. 101, 102, 103 & 104 cropped approx. 6 ft. from bottom and part renewed.
Engine room shell frames in way of bilge 17 scattered shell frames standing flange cropped approx. 5 ft. and new angles fitted by welding.
Stern counter plating and frames in steering engine flat P.& S. doubler plates fitted over wasted area between frames 7 & 10 from aft. 1st below sheer 48"x72"x 3/8" welded.
Cement removed from counter plating and frames. Counter frames Nos. 4 to 10 P&S cropped approx. 8 ft. and part renewed. Shell hose tested and proven tight cement replaced.
Trunkway stiffeners between Nos. 1 & 2 hatches P&S wasted area cropped to good material and 6" x 4" angles fitted welded.
Masts and wedging For'd. and Main Masts found wasted in way of wedging doubler plates 3/8 x 9 ft. fitted, welded extending from bottom of ring through deck wedges and canvas covers renewed hose tested.

S.R. #119.

135 fathoms 2" steel chain cables renewed. For particulars please see back of report.

This item could now be deleted from the S.R. List.

Has a Survey also been held on the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

PRINTED IN U.S.A. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

