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Lloyd's Register of Shipping.

Port Galveston, Texas

April 4, 1944

This is to Certify that

J. PINDLAY AND G. PICKERING

the undersigned Surveyor to this Society did at the request of the Owners' representative attend on board the Motorship

"ONDINA", 6341 tons gross, of Willemstad,

on March 17 and subsequently whilst the vessel lay afloat, and on a dry dock at the Todd Galveston Dry Docks, Inc., Galveston, Texas, for the purpose of ascertaining the nature and extent of damage stated to have been sustained through enemy action on the 11th November, 1942.

For further particulars see Lloyd's Register of Shipping Report dated Freemantle, W. A., 14th June, 1943, Log books, &c.

Upon examination, the undersigned recommended the following permanent repairs to those damages not already permanently repaired and mentioned in Lloyd's Register Freemantle report as having been done:-

All temporary plating, cement boxes and other members and materials used for temporary repairs be removed.

Notes! Shell plating numbered as shown on shell expansion drawing.

Keel Plating

No. 10

No. 9

To be removed, faired and refitted.
To be cropped and part renewed.

Shell Plating

Port Side

A Strake, No. 10 and doubler

A Strake, No. 11

A Strake, No. 11 plate doubler

B Strake, No. 10

To be renewed.

To be partly released, faired in place and reriveted.

To be renewed.

To be removed, faired and refitted.

Starboard Side

A Strake, Nos. 10 and 11 and doublers

To be renewed.

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

The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly carried out. 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 the Register Book or other publication of the Society, or for any error of judgment, default or negligence of Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

s. 10 and 11
s. 9 and doubler
s. 10

To be renewed.
To be renewed.
To be cropped and part renewed to form new butt between frames 53 and 54.

8
s. 9, 10 and 11
s. 10 and 11

To be partly released, faired in place and reriveted.
To be renewed.
To be renewed, E10 to be extended to form new butt between frames 77 and 78.

s. 9 and 10

To be renewed, F9 to be extended to form new butt between frames 79 and 80.

s. 11

To be partly released, faired in place and reriveted.

s. 9 and 10

To be renewed.

s. 11

To be cropped and part renewed, forming new butt between frames 52 and 53.

s. 10

To be removed, faired and refitted.

s. 9 and 11

To be partly released, faired in place and reriveted.

stringers, upper and
starboard

About 45 feet of bulb and shell bar to be renewed.

Plating

s. 8

To be partly released, faired in place and reriveted.

s. 9

To be removed, faired and refitted.

s. 9

Vee out and re-weld fracture, and fit doubler in way (at after inboard corner of hatch coaming).

board Wing Cargo Tank
transverse bulkhead

To be renewed in its entirety, including all plating, horizontal stringers, vertical stiffeners, brackets, clips and boundary bars.

transverse bulkhead

Part release, fair in place and rerivet outboard vertical strake; also lower horizontal strake of plating, including boundary bar in way.

transverse bulkhead

To be renewed in its entirety from frame #56 to #68, including all plating, horizontal stiffeners, vertical stiffeners, brackets, clips, and boundary bars.

all longitudinal frames

All to be renewed, complete with all connecting brackets and clips.

brackets

All to be renewed, complete with stiffeners and shell angles.

transverse web frames #60

To be renewed, complete with all stiffeners, face bars, brackets and shell clips.

transverse web frames
#64 on longitudinal bulkhead

To be renewed, complete with face bar and clips.

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transverse frames	All to be renewed, complete with all brackets and clips.
stringers	All to be renewed, complete with face bars, brackets and clips.
transverse girders	All to be renewed, complete with brackets and face bars.
transverse beams Nos.	To be renewed, complete with all stiffeners, face bars, brackets and clips.
longitudinal beams	Three to be cropped, removed, faired and refitted.
platform	To be renewed, complete with braces, clips and hand rail.
transverse bulkhead, horizontal	Eight to be renewed, complete with all brackets and clips.
Wing Cargo Tank	To be renewed, complete with face bars, brackets and clips, from frame #68 to #78.
transverse frames	To be renewed, complete with all stiffeners, face bars, brackets and shell clips.
longitudinal frames	Three to be cropped, removed, faired and refitted. Connecting brackets and clips to be renewed.
stringers, upper and	Eight to be renewed, complete with stiffeners and shell angles.
transverse web frames #72 and	Two after vertical strakes of stringers plating to be renewed, complete with vertical stiffeners, horizontal stringers, brackets, clips and boundary bars.
hand rail	To be renewed, complete with face bar and connecting clips.
longitudinal frames	Upper and lower to be renewed, complete with brackets and face bars.
bulkhead	Lower one to be renewed, complete with brackets and face bar.
transverse web frame on bulkhead, frame #72	Six to be removed, faired and refitted. Connecting brackets and clips in way to be renewed.
stringers at frame #72	To be renewed, complete with stiffeners, brackets, clips and face bars.
stringer at frame #76	To be removed, faired and refitted, complete with stiffeners, brackets and shell clips.
Wing Cargo Tank	Bottom strake to be cropped and part renewed. All clips and boundary
longitudinal frames	
from frame #60 to	
transverse web frames #60	
transverse bulkhead	

All bars in way to be renewed. top-
mast shrouds, and all backstays to
be Outboard vertical strake to be
renewed, complete with stiffeners
and boundary bars.

Centre vertical strake to be partly
released, faired in place and
reriveted. Vertical stiffeners in
way to be removed, faired and
refitted.

To be partly released, faired and
reriveted. To be renewed, complete with braces,
clips and hand rail. faired and
refitted.

To be removed, faired and refitted.

Upper and lower stringers to be
removed, faired and refitted.
Connecting brackets and clips to
be renewed.

All fire damaged internal surfaces
to be Three to be partly released, faired
in place and reriveted. Connecting
brackets to be renewed.

Four damaged glass in air ports to
be After end to be partly released,
faired in place and reriveted.

Steam and exhaust pipe supports and
connections To be removed, faired and refitted.
missing to be renewed (approx. 100
feet).

Four vertical strakes of plating
to be partly released, faired in
place and reriveted. All vertical
stiffeners in way to be removed,
faired and refitted.

Missing deck gratings and storage
Upper and lower horizontal stringers
to be renewed, complete with face
bar, brackets and clips.

Vertical transverse web frames
#60 and #64 to be removed, faired
and refitted. Connecting clips in
way to be renewed.

Upper and lower horizontal stringers
to be cropped and part renewed at
after end.

All cargo gas vent lines to be
After vertical strake of plating to
be partly released, faired in place
and reriveted.

Main topmast to be removed. Lower
section of topmast to be renewed,
and damaged upper section to be
faired. Topmast to be put back in
good order.

Lights and reflectors, complete with
necessary conduit piping and wiring,
to be renewed.

All main mast rigging shrouds, top
mast shrouds and backstays to be
renewed. Existing fittings to be
reconditioned and used.

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Starboard Side
Nos 71 and 72

Starboard Cargo Tank
transverse bulkhead, hori-
zontal stringers

Starboard Cargo Tank
all longitudinal frames

Starboard

Starboard
hand rail

Starboard Cargo Tank
transverse bulkhead

Starboard
including engine room
and fore peak,
and condenser
charge valves.

Starboard Cargo Tank
transverse bulkhead

Rigging and Lights &c.

Starboard
heating coil tests

Deck, Starboard Side
tees #1 and 2

- All foremast rigging shrouds, top-mast shrouds, and all backstays to be renewed.
- Existing fittings to be reconditioned and used.

- To be partly released, faired and refitted.
- To be partly released, faired and refitted.
- To be partly released, faired and refitted.
- To be partly released, faired and refitted.
- To be removed, faired and refitted.

Five to be cropped, removed, faired and refitted.

- All fire damaged internal surfaces to be scraped, wire brushed, cleaned and painted.

- Four damaged glasses in air ports to be renewed.

- Steam and exhaust pipe magnesia and canvas covering where damaged or missing to be renewed (approx. 150 feet).

- All fire damaged internal surfaces to be scraped, wire brushed, cleaned and painted.

- Missing deck gratings and storage shelves to be renewed.

All to be opened for examination, repacked and closed in good order.

To be drawn for examination. Stern bush to be rewooded.

- Tank gas vent line in way of main mast to be repaired as necessary.

- All cargo gas vent lines to be tested and proved clear.

- All temporary piping to be removed.

- All missing or damaged cargo piping, heating coils, smothering lines and gas ejector lines and fittings, valves, hangers, valve operating gear, &c. in #1, #2 and #3 centre cargo tanks, and #1, #2 and #3 starboard wing cargo tanks; also #2 port wing cargo tank, to be renewed.

All cargo piping, and stripper lines in all cargo tanks, deck and cargo pump rooms to be tested to 75 lbs. hydrostatic pressure, all leaks

including engine room
rooms and fore peak,
ion and condenser
scharge valves.

System and heating

and heating coil tests

made good, and proved tight.

Heating coils in cargo tanks and bunkers to be tested to 150 lbs. hydrostatic pressure, all leaks made good, and proved tight.

To be tested, all leaks located and made tight.

Piping and heating coils also to be tested and made good.

Bridge Deck

Eighty feet of defective wood deck planking, starboard side, to be renewed.

walkways

All started and leaky piping to be repaired, tested and proved tight.

System

James F. ...
Surveyors to ...

Approximately 200 feet of armored cable for electric circuits under fore and aft walkways to be renewed.

All circuits to be "megger" tested and any grounds removed.

General alarm and telephone system to be tested, any defects made good, and proved in good order.

Twenty covers and glasses for vapor proof lights in living quarters to be renewed.

cleaning, testing and items

Materials to be tested to the Rule Requirements of Lloyd's Register of Shipping.

All holes in new plating to be sub-punched and reamed to sizes.

All main cargo tanks, peaks, double bottoms, cofferdams, deep tanks and bunkers to be tested and made tight.

Structural rivets in all cargo deep tanks, peak tanks, bunkers, &c. to be hammer tested and all loose and started rivets renewed.

All started and leaky seams to be caulked tight.

All loose scale and dirt to be removed from all tanks and compartments on completion of repairs.

Compasses and barometer to be adjusted on completion of repairs.

Direction Finder to be made good and calibrated.

All radio batteries to be removed and kept charged during repairs and afterwards replaced in good order.

Chronometers to be checked and rated.

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All new and disturbed work to be coated as required.

All removals necessary to carry out the above repairs to be put back in good order.

Recommendations were made with a view to placing the vessel in condition as she was before the damage occurred, and may, in the event, be safely left to be carried out at Tampa, Fla. to which the vessel is about to proceed.

14th June, 1943.

This is to Certify

James Farrelly G. P. Pinner
Surveyors to Lloyd's Register of Shipping

undersigned Surveyors, Survey the Steel Barge Motor Tanker "H. A." of Willenstad 6341 Gross Registered Tons, for the purpose of (1) ascertaining the nature and extent of damage which appeared to have been caused by shells and torpedoes during enemy action in November 1942, while the vessel was on a voyage from the United Kingdom to Overseas Port, and (2) recommending necessary repairs. It is stated that, after the action, the vessel returned to the United Kingdom under her own power. Further particulars see Log Books.

PRELIMINARY EXAMINATION with the vessel afloat in Fremantle Harbour, found damage, which could be grouped into three categories: (1) minor damages caused by shell splinters and shrapnel in various places generally throughout the Hull, Decks, Superstructures and Masts, (2) damage resulting from direct shell hits on Starboard Bow Plating, Starboard and Port Mainmasts, Bridge, and (3) major damage caused by torpedoes on Starboard Hull and in way of No. 3 Starboard Tank and Bulkheads of No. 3 Centre and Starboard Tanks which were seen to be flooded.

Damages Nos 1 & 2 will be merged in the following report, so that the location of each item will follow a sequence throughout the vessel, irrespective of the extent of damage. Damage No. 3, however, will be described separately under its heading entitled "Major Damage".

Preliminary examination revealed such damage as to warrant permanent repairs being done inside a cofferdam or temporary underwater repairs of a certain nature to enable the vessel to proceed on her proposed voyage to Melbourne for Dry Docking. Initially, the vessel was required to proceed to an American Port for permanent repairs which necessitated greater strengthening of structures in way of No. 3 Starboard Tank than would have been the case for the voyage to Melbourne, and conferences were held with Mr. McGowan (Principal Surveyor in Australia to Lloyd's Register) and Mr. Kirkwright (Owners Representative) when a method of strengthening was set out by Mr. Pratt (Surveyor to Lloyd's Register at Melbourne) was discussed.



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