

COPY.

235,656.00

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.

Note! 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 riveted.
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 performed and 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 the Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

003631-003639-018317

Fees applied for
6-2-19 44

15.00
50.00

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s. 10 and 11
9 and doubler
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 riveted.
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.

. 11

To be partly released, faired in place and riveted.

. 9 and 10

To be renewed.

. 11

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

Board Wing Cargo Tank

. 10

To be removed, faired and refitted.

s. 9 and 11

To be partly released, faired in place and riveted.

Stringers, upper and

starboard

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

Plating

. 8

To be partly released, faired in place and riveted.

. 9

To be removed, faired and refitted.

. 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 rivet outboard vertical strake; also lower horizontal strake of plating, including boundary bar in way.

al 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

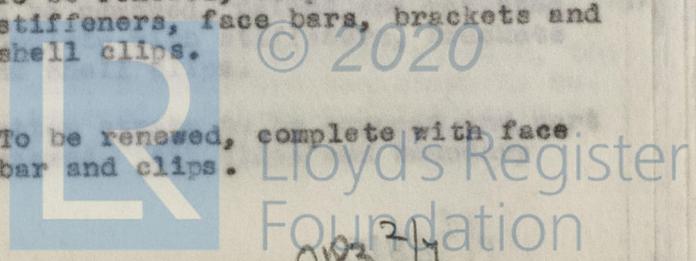
All to be renewed, complete with stiffeners and shell angles.

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
transverse bulkhead, horizontal stringers

To be renewed, complete with braces, clips and hand rail.

Wing Cargo Tank
transverse frames

Eight to be renewed, complete with all brackets and clips.

longitudinal frames
stringers, upper and

To be renewed, complete with face bars, brackets and clips, from frame #68 to #78.

transverse web frames #72 and
hand rail

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.

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

bulkhead

Two after vertical strakes of stringers plating to be renewed, complete with vertical stiffeners, horizontal stringers, brackets, clips and boundary bars.

transverse web frame on
bulkhead, frame #72

To be renewed, complete with face bar and connecting clips.

stringers at frame #72

Upper and lower to be renewed, complete with brackets and face bars.

stringer at frame #76

Lower one to be renewed, complete with brackets and face bar.

Wing Cargo Tank
longitudinal frames

Six to be removed, faired and refitted. Connecting brackets and clips in way to be renewed.

stringers from frame #60 to

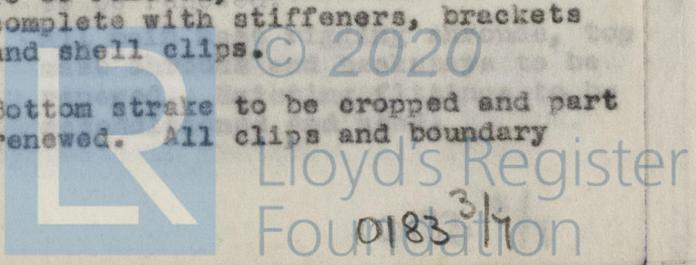
To be renewed, complete with stiffeners, brackets, clips and face bars.

transverse web frames #60

To be removed, faired and refitted complete with stiffeners, brackets and shell clips.

transverse bulkhead

Bottom strake to be cropped and part renewed. All clips and boundary



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by and of
Surveyors.

Deck, Starboard Side
#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 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.

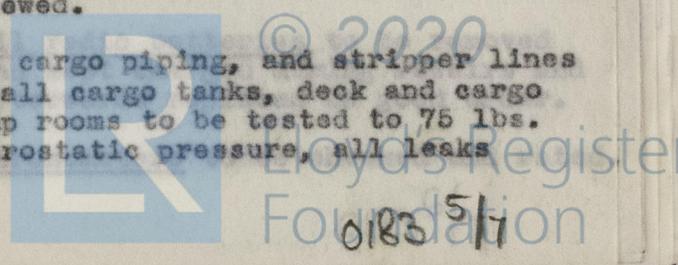
All missing or damaged cargo piping,
heating coils, smothering lines and
gas ejector lines and fittings,
valves, hangers, valve operating
gear, &c. in #1, #2 and #3 centre
cargo tanks, and #1, #2 and #3
starboard wing cargo tanks; also
#2 port wing cargo tank, to be
renewed.

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

System and heating

and heating coil tests

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



fr (Section 27)	£	15.00	fees applied for
Repair Fee (if any)	£	50.00	6-2-19 44

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Reveys.

- 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.

Recommendations were made in position as she was before safely left to be carried out at about to proceed.

To be tested, all leaks located and made tight.

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

Ridge 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.

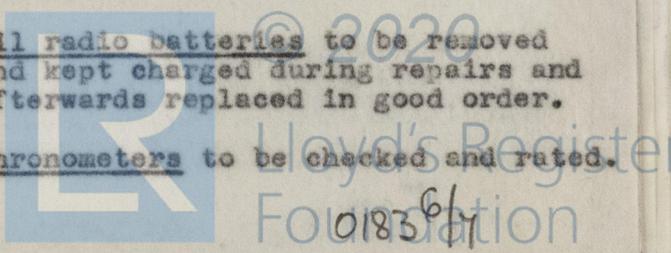
All loose scale and dirt to be removed from all tanks and compartments on completion of repairs.

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.



Section 27)	£	15.00	fees applied for
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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, if safely left to be carried out at Tampa, Fla. to which she is about to proceed.

14th June, 1943.

This is to Certify

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

Undersigned Surveyors, Owners Representative, Survey the Steel Barge Motor Tanker "I 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 attack in November 1942, while the vessel was on a voyage from ... to Overseas Port, and (2) recommending necessary repairs. It is stated that, after the action, the vessel returned to Fremantle under her own power. Further particulars see Log Books.

PRELIMINARY EXAMINATION with the vessel afloat in Fremantle Harbour revealed 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 Main Mastheads, Bridge, and (3) major damage caused by torpedoes on Starboard Hull and plating in way of No. 2 Starboard Tank and Bulkheads of No. 2 Centre and Starboard Tanks which were seen to be flooded.

Items 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. Item No. 3, however, will be described separately under its heading entitled "Major Damage".

The 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 for 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 bulkheads in way of No. 2 Starboard Tank than could have been done for the voyage to Melbourne, and conferences were held with Mr. McKean (Principal Surveyor in Australasia to Lloyd's Register) and Mr. Kirkright (Owners Representative) when a method of strengthening set out by Mr. Pratt (Surveyor to Lloyd's Register at Melbourne) was discussed.



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