

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27th Jan., 1944 When handed in at Local Office 27th Jan., 1944 Port of Galveston, Texas
No. in Reg. Book. Survey held at Galveston, Texas Date, First Survey 9th Dec. '43 Last Survey 17th Jan., 1944
(No. of Visits 9)

30788 on the ~~WOODY DOCK~~ Steel S/S "OSMOND"
TONNAGE:— Built at Newcastle By whom Palmers' Co. Ltd. When 1903 8
GROSS 6820 Owners U. S. War Shipping Administration Owners' Address
UNDER DK. — Managers (if not already recorded in Appendix to Register Book).
NET 4915 Port belonging to Panama

Surveyed Afloat or in Dry Dock? Both Name of Dock Todd Galveston Dry Docks, Inc. Destined Voyage

Cell DBor DBa feet; uE&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)

Only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 44080. Port N.Y.K.

(Periodical Surveys, when held, must be reported in detail and serially 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 Yes, not

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

required. Was a damage report made by anyone else? if so, by whom? London Salvage Assoc.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking and Damage

- (1) Damage sustained on the 1st January, 1944 through S/S "Rebecca Boone" colliding with vessel while it was made fast to wharf at Todd Galveston Dry Docks, Inc., Galveston, Texas.
(2) Damage sustained on the 13th January, 1944 through being struck by Tug "Neches" while vessel was being moved from wharf at Todd Galveston Dry Docks, Inc., Galveston, Texas.
For further particulars please see vessel's log book.

No damage report required.

Now Done

Vessel placed in dry dock, the bottom and rudder cleaned, examined and recoated.

Examined decks, casings, coamings, ventilators, hatches, masts and rigging, windlass and steering gear (tested out) and found or placed in good condition. (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	—	—	—	—	—	—	—	1 Doubler
Removed and Fair'd or Repaired	—	—	—	—	—	—	—	
Fair'd or Repaired in place	—	1	—	—	—	—	—	

PRESENT CONDITION OF THE

Decks Good	Bulkheads Good	Engine Room Skylights Good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks "	Ceiling —	Coal Bunkers, Openings, Covers, &c. —	When fitted, Month Year
Coamings "	Cement or Asphalt —	Oil Bunkers Good	Boats Good
Beams & Fastenings "	Rudder Good	Scuppers "	Masts, Yards, &c. "
Outside Plating "	Steering gear and its connections Good	Cargo Hatchways "	Condition, how ascertained from decks (State if wedges removed.)
" " in way of sidelights Good	Windlass "	Hatches "	Equipment letter at
Frames "	Have pumps been examined and found efficient? Yes	Planking	Anchors, No. of 3B 1S
Reverse Frames "	Have Sluice Valves been examined and found efficient? —	Caulking	Cables (State if now ranged) No reported correct
Longitudinals —	Have Watertight Doors been examined and found efficient? —	Treenails	" length mean diam. 5/16
Transverses Good	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stems	" Rule length 270 fms. size 2/16
Floors "	Air and Sounding Pipes "	Transoms, Pointers & Crutches	Chain Locker —
Keelsons "	Doubling Plates under Sounding Pipes Yes	Timbers of Frame at openings	Hawsers & Warps Sufficient & Good
Stringers "		" " at other places	Standing and Running Rigging Good
Inner Bottom Plating "		Stringers, Clamps & Shelves	Sails —
Have the Tanks been examined internally? Yes		Saling (State if examined.)	
Have the Tanks been tested? Flooded over see report			

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 is in a good condition and eligible in our opinion to remain as now classed in the register book with fresh record of survey 12,43 subject to B & L Strakes (port side amidship) to be renewed or doubled at first convenient opportunity.

Survey Fee (per Section 29)	\$50.00	Fees applied for, 22/1/ 19 44
Coll. Dam. (Rebecca Boone)	15.00	Received by me, — 19 —
Special Damage or Repair Fee (if any)	—	
Coll. Dam. (Tug Neches)	15.00	
Travelling Expenses (if chargeable)	3.00	
Sun. Fee	10.00	
Second Surveyor's Fee (if any)	—	

Committee's Minute

Character Assigned 1, 44 GAL. subject

B.S. 1, 44

D. D. H. (GROUNDING)

FRI. 8 NOV 1946

Record

To be broken up

Lloyd's Register Foundation

(1) Damage Repairs due to collision with S/S "Rebecca Boone" on the 1st January, 1944.
Fair 2 stanchions and renewed approximately 60 feet of handrail in way of poop deck on
starboard side.

Renew and fit fair lead to sounding machine as original.

To supply 55 gallon steel drums (use as trash can).

Fair in place one indent 12" long x 2" deep in coaming plate on gun platform.

Renew and fit one broken stanchion as original on gun platform.

(2) Damage repairs due to collision with Tug "Neches" on the 13th January, 1944

Found

Recommended

Fourth strake below sheer No. 3 plate from bow, fractured 15" in length and indented 18" long x 10" wide x 2" deep.

Plate to be cropped out in way of fracture and indent, and a welded spigot patch 18" x 12" fitted on inside, on outside of plate a welded doubler fitted 6'-0" x 46" wide x 1/2" thick.

One frame in way of damage set in.

To be faired in place.

Hose test and prove tight.

Painting all new and disturbed work to
be coated as original.

The foregoing recommendations were made in order that this vessel might be restored to the same good and efficient condition as prior to alleged damage sustained and have been completed to our satisfaction.

Repairs (W. & T.)

The vessel was flooded all over about four feet, fore and aft peak tanks pressed up and found or made tight. (See Contrn.)

(See Contn.)

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.	lbs.			
	1st Bower														If Patent state name of Patentee.		
	2nd "																
	3rd "																
	Collective Weight																
	Steam																
	Kedge																

*When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd or 3rd bower.

CHAIN CABLES.

[illegible]

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.

This C
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executed, i
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any entry
any of its

rt. B.) 10M-2

ravelling ex

Commit
Assigned

S/S "OSMOND"Repairs (W. & T.) (Contd.)

The following scattered rivets and seams throughout shell overhauled and repaired -

Approximately 275 rivets caulked.

Approximately 46 rivets welded.

Approximately 50 feet of seam caulked.

Approximately 10 feet of seam welded.

Scattered rivets and seams throughout bulkhead overhauled and repaired -

Approximately 570 rivets caulked.

Approximately 220 rivets welded.

Approximately 230 feet of seam caulked.

Approximately 60 feet of seam welded.

Windlass - Renewed fractured main drive gear wheel (port side) on cable lifting shaft, and gear wheel for driving overhead capstan. Fitted steel studs, and build up with electric welding the worn leading side of the 2 cable lifters, reassembled, tested and proved in good order.

After capstan overhauled, crank shaft brass renewed, connecting rods examined in machine for truth, crosshead brasses refitted, pistons drawn and new piston rings fitted, all reassembled, closed up in good order and tested out.

Steering engine tested out and found in good working order.

Special Reasons List

Dry docking grounding, vessel examined and no damage found.

"B and L Strakes port side amidship to be renewed or doubled at first convenient opportunity" - not done at this time.

Cert B issued, copy herewith.

recommended by me have been completed to my satisfaction, and

at the after end of }
efficiently lubricated? }



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Foundation