

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22.11.1950 When handed in at Local Office 22.11.50. Port of FALMOUTH.

No. in Reg. Book. Survey held at FALMOUTH Date, First Survey 18.9.50. Last Survey 31.10.1950

on the ~~Wood, Iron or Steel~~ Steel Is. Sc. M.V. 'F.J. WOLFE' (No. of Visits 31)

59244 Built at VEGESACK By whom BREMER VULKAN When 1932 MONTH 8

TONNAGE: — GROSS 12231 Owners ANGLO-AMERICAN OIL CO. LTD., Owners' Address —

UNDER DK 11611 Managers ESSO TRANSPORTATION CO. LTD., (If not already recorded in Appendix to Register Book).

NET 6602 Port belonging to LONDON

Surveyed Afloat or in Dry Dock? Both Name of Dock No. 4. Drydock. Destined Voyage —

Cell DB or DBa feet; uE & B feet; f feet; f feet

total capacity tons. FPT tons; APT tons; MT feet tons.

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. 4561 Port P.S.D.

(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 To Owners

Superintendent Not required

Was a damage report made by anyone else? if so, by whom? No

Society's Freeboard (if assigned) as painted on Ship and now verified

OIL ENGINES CONTINUOUS SURVEY.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION, DAMAGE:— Stated to have been caused by vessel touching the bottom in the Suez Canal whilst tied up at berth 73.9 k.m. during fog on the 23rd, August, 1950 for Special Examination in Drydock after grounding at Kaboa Reach on the 25th, May, 1950, at Kasba Point and at Shatt-el-Arab on the 26th, May, 1950, see also Port Said Report No. 4561 dated 23rd, June, 1950 and for Equipment Damage stated to have been caused when anchoring in an emergency in the Shatt-el-Arab River on the 4th, August, 1950.

NOW DONE — FOR CONDITION:— Vessel in drydock, bottom and rudder cleaned, examined and on completion of repairs re-coated. Generally examined weather decks, hatchways, covers and securing arrangements, casings, deck houses, companionways, skylights, ventilators, air pipe goosenecks, guard rails, gangways, masts and rigging from deck and general equipment. All 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 ...	2 Part							
Removed and Faird or Repaired								Stern frame and rudder
Faird or Repaired in place ...								

PRESENT CONDITION OF THE			Part Examined. Good			Part Examined. Good			Part Examined. Good		
Decks	Part Examined.	Good	Bulkheads	Part Examined.	Good	Engine Room Skylights	Good	Copper, or Y.M.			
Caulking of Decks	-do-	-do-	Ceiling	-		Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)			
Coamings	-do-	-do-	Cement or Asphalt	-		Oil Bunkers	-	When fitted, Month		Year	
Beams & Fastenings	-do-	-do-	Rudder	Good		Scuppers	-				
Outside Plating	Good		Steering gear and its connections	Good		Cargo Hatchways	Good	Boats	Good		
" " in way of sidelights	-		Windlass	-do-		Hatches	-do-	Masts, Yards, &c.	-do-		
Frames	Part Examined.	Good	Have pumps been examined and found efficient?	-		Planking		Condition, how ascertained	from deck		
Reverse Frames	-do-	-do-	Have Sluice Valves been examined and found efficient?	-		Caulking		(State if wedges removed.)	gt in red		
Longitudinals	-do-	-do-	Have Watertight Doors been examined and found efficient?	-		Treenails		Equipment letter			
Transverses	-do-	-do-	Have Ventilators and their Coamings been examined and found efficient?	Yes, Good		Breasthooks & Stemson		Anchors, No. of	3 Bower, 1 Stream		
Floors	-do-	-do-	Air and Sounding Pipes	Good		Transoms, Pointers & Crutches		Cables (State if now ranged)	Yes		
Keelsons	-do-	-do-	Doubling Plates under Sounding Pipes	-		Timbers of Frame at openings		" length 330 F mean diamr.	2.11		
Stringers	-do-	-do-				Stringers, Clamps & Shelves		(on board)			
Inner Bottom Plating	-					Salting		" Rule length 330 F size	2.11		
Nos. 2 & 4 Cr. Nos. 3 & 5						State if examined.		Chain Locker	Good		
Have the Tanks been examined internally?	Yes							Hawsers & Warps	Sufficient		
Have the Tanks been tested?	Nos. 3 & 5							Standing and Running Rigging	Efficient		
Cr. 1, 2, 4, 6 Wing.								Sails	-		

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 our opinion, eligible to be continued as classed with fresh record of survey 10.50 subject to stern frame Thermit weld and re-inforcement (10.50) being specially examined at next drydocking, and for keel plate No. 2. from forward being permanently repaired at the next Special Survey. The item drydock (grounding) in Special Reasons List may now be deleted. The vessel's class is also subject to endorsements in Special Reasons List as previously recommended. Insert in Register Book Radar.

Survey Fee (per Section 29)	£	:	:	Fees applied for, 23.11.1950
Special Damage or Repair Fee (if any)	31	10	0	Received by me, 19
Damage Test Pcs. (per Sec. 29)	9	18	6	
Travelling Expenses (if chargeable)	£	:	:	
Late attendances	8	8	0	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute

Character Assigned

FRI. 15 DEC 1950

10.50 Tal subject (with endorsement)

PRINCIPAL SURVEYOR LONDON.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

WEAR AND TEAR REPAIRS:- Shell plate edges at bottom of rudder trunk thin, fitted with a welded compensating plate, holes for collar plate drilled and tapped, collar plates renewed. A number of keel rivets in way of forward deep tanks and No.3. centre tank leaking and corroded at points, caulked and or welded.

Shell plate 'J' No.2. port and starboard fractured. Both plates cropped and after ends renewed. Forward peak tank and deep tanks tested and repairs clear of tanks hose tested on completion of repairs and found tight.

DAMAGE FOUND AND PERMANENTLY REPAIRED. STERN FRAME: Fractured at forward end of sole piece. For position and dimensions at fracture see attached sketch. Method of repair discussed with Owners' Manager Mr. Wetherall and Mr. Cocks Principal Surveyor to Lloyd's Register, London and with Owners' local Superintendents Mr. Cole and Mr. Hiscock and local Surveyors. Repairs by Thermit Weld to be carried out by Messrs. Murex Ltd., Fracture dressed for welding to Messrs. Murex requirements finished dressed dimensions 33' high x 15" wide at bottom by about 8" to 1" in way of fin, gap 2.1/2" open. Wax mould fitted at fracture 7.1/4" wide with 1 1/2 collar above surfaces on sides, top end and across bottom. Steel casing built for mould and moulding sand rammed. Sunday 1.10.50 pre-heating commenced at 8.30 a.m. and continued till 4.15 p.m. Expansion aft on sole piece at end of pre-heating 3/16" lift at end of sole piece at end of pre-heating Nil.

Thermit weld poured at 4.30 p.m. Mould and casing removed at 2.15 p.m. Monday 2.10.50. The weld was found to be about 2" low at top of fin see attached sketch.

Contraction forward on sole piece 3/16". Lift at end of sole piece now 3/8".

Test pieces made from weld metal taken from pouring gates. On results from test

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintended.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	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.	Where and when tested and Superintended.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
13311	15 3/4	2 1/16	125 1/2	145 1/2	57.07	54.2.0	✓	2 1/16	STUD LINK	✓	NETHERTON 19 SEPT. 1950. H. MURPHY.
13310	15 1/2	2 1/16	125 1/2	145 1/2	56.1.0	54.2.0	✓	2 1/16	"	✓	" " "
	Iron Stream Chain or Steel Wire										

pieces it was decided to cut collars flush at sides and bottom of weld clear of fin and fit reinforcement straps. Further test pieces made from collar pieces cut from sides of weld for result of test pieces see attached certificate. On cutting collar flush on bottom of weld a fracture in weld developed and was cut out extent of cutting 3" long, 2.1/2" wide, 1.3/4" deep. Weld where low at top of fin and where cut out at bottom fracture, built up by electric welding. Reinforcement composed of side plates 5'0" long x 13" wide x 1.1/4" thick mild steel, welded to stern frame all round edges and at six slots. Side plates securely clamped in position for welding. Bottom plate 5'0" long x 24" wide x 1" thick welded to

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bottom of side plates and across stern frame at ends, 4 off web plates fitted.

For details of re-inforcement see attached sketch.

RUDDER:- Unshipped, stock and mainpiece removed to shop and tried in lathe.

Stock found bent about 2.1/4" out of line below offset, stock heated and straightened to true alignment. Mainpiece found bent about 1" and twisted about 6°. Mainpiece heated and bend corrected. To correct twist the keyway on top coupling built up 3/8" at forward end to nil at after end on one side only and keyway re-cut. Four bolt holes on top coupling also slightly built up and re-bored. Stock and mainpiece annealed on completion. Mainpiece liners skimmed up and coupling face at top of stern frame built up by electric welding. All coupling faces on stern frame and on mainpiece machined true and all coupling bolts renewed. Rudder refitted all set bolts in top and bottom bearing in rudder fitted with welded locking straps and additional side straps fitted on bearings, for details see attached sketch. Rudder tried by hand gear on completion and found to turn free. Steering gear engine opened up and overhauled, for repairs please see Machinery Report.

Shell plating edges and rivets on stern frame caulked and/or welded. After peak tank tested on completion of repairs and found tight.

TRIALS:- Attended on board at steering trials on 31.10.50. Draft forward 16'3", aft 17'3", Mean 16'9", Left Dock 10.0a.m. Vessel under engine trials and compass adjustment with usual rudder movements.

STEERING TRIALS.

Vessel starboard engine	Full ahead	Rudder Midships and Hard astarboard	2.30 p.m.
" port & starbd. "	" astern	" Hard Aport	3.05 p.m.
" " " " "	" "	" Hard Astarboard	3.10 p.m.
" " " " "	" ahead	" " Aport	3.12 p.m.
" " " " "	" "	" " Astarboard	3.14 p.m.
" " " " "	" "	" Midships	3.15 p.m.
" " " " "	" astern	" Hard aport	3.21 p.m.
" " " " "	" "	" Midships	3.22 p.m.
" " " " "	" "	" Hard astarboard	3.23 p.m.
" " " " "	" "	" Midships	3.24 p.m.
" " " " "	" "	" Hard aport	3.24 1/2 p.m.
" " " " "	" "	" Midships	3.25 p.m.
" " " " "	" "	" Hard astarboard	3.25 1/2 p.m.
" " " " "	" "	" Midships	3.25 1/2 p.m.
" " " " "	" ahead	" Hard aport	3.25 1/2 p.m.
" " " " "	" "	" Hard astarboard	3.26 1/2 p.m.
" " " " "	" "	" Hard aport	3.28 p.m.
" Star. full astern, Port full ahead	" "	" Hard aport	3.29 1/2 p.m.
" Port and Starbd. Engines Full ahead	" "	" Hard aport	3.30 p.m.
" " " " "	" "	" Hard astarboard	3.30 1/2 p.m.
" Starbd. full astern Port Full ahead	" "	" " "	3.31 p.m.
" " " ahead port full astern	" "	" Hard aport	3.32 p.m.
" Port and starbd. engines full astern	" "	" " "	3.33 p.m.
" " " " "	" "	" Hard astarboard	3.35 p.m.
" " " " "	" ahead	" " "	3.35 1/2 p.m.
" " " " "	" "	" " "	3.35 1/2 p.m.
" " " " "	" "	" aport	3.35 1/2 p.m.

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Vessel port and starboard engines	Full ahead	Rudder midships	3.37 p.m.
" " " " " "	" "	" Hard astarboard	3.37 $\frac{1}{2}$ p.m.
" " " " " "	Half ahead	" "	3.39 p.m.
Finish of trials			3.40 p.m.

Vessel proceeded to docks and drydocked in No.3. drydock at 6.0 p.m., examined stern frame and rudder with rudder inspection plates removed at 9.30 p.m.

No sign of weakness at stern frame weld or at rudder observed.

It is recommended the repairs to stern frame be considered as a permanent repair subject to being specially examined at drydockings for a period, this recommendation is subject to endorsement by Mr. F.C. Cocks Principal Surveyor, London.

NOW DONE:- FOR SPECIAL EXAMINATION IN DRYDOCK AFTER GROUNDING. Bottom specially examined. Tested Nos. 1,2,4 and 6 port and starboard wing cargo tanks, Nos. 3 and 5 centre cargo tanks. Forward peak tank, deep tanks and after main cofferdam.

Examined internally Nos. 2 and 4 centre cargo tanks and Nos. 3 and 5 port and starboard wing cargo tanks and forward cofferdam. Keel plate No.2. from forward set up in two places.

TEMPORARY REPAIRS NOW DONE:- Seams and rivets in way of No.2. keel plate now caulked. It is recommended No.2. keel plate from forward be permanently repaired at next Special Survey.

PERMANENT REPAIRS NOW DONE:- One length of bilge keel bulbplate port side set up, now renewed. Minor intertank leakages dealt with by caulking and/or welding. Testing of forward peak tank and deep tanks carried out, see under wear and tear repairs.

The following slightly indented shell plates were noted, PORT SIDE:- 'A' 1 and 5 ~~Starboard~~ 'B' 7, 'C' 3, 'D' 2 and 3, 'G' 3,4 and 5, 'H' 3 and 4 and 1 plate 1st. strake below at freeboard marks. STARBOARD SIDE:- 'A' 1, 'B' 7, 'C' 5, 'D' 1 and 6, 'F' 3, 'G' 2,3 and 4, 'H' 2,3 and 4. May be considered as class 'B' endorsements.

No further entry in Special Reasons list necessary.

EQUIPMENT DAMAGE:- Cables ranged, anchors and cables examined. 3 bower anchors, 1 stream anchor. Cables 5 lengths at 30 fathoms and 1 length at 15 fathoms port side. 4 lengths at 30 fathoms and 1 length at 15 fathoms starboard side - 300 fathoms. One 30 fathom length with broken links in dry cargo hold now removed and replaced with two new 15 fathom lengths of 2.11/16" dia. stud link cable for particulars of tests see page 2 of this report.

RADAR:- Cossar Marine Radar equipment Serial No.1135 now installed. Notation may be made in Register Book.

SPECIAL REASONS LIST:- Drydock grounding. Now examined and dealt with see above. This item may now be deleted from the Special Reasons List. Endorsements. Indents in shell plating (P.&S.) now examined and found to continue efficient.

INTERIM CERTIFICATE ISSUED - Copy attached.

Certificates of Tensile and Bent Tests issued, copy attached.

PLANS. 4 plans attached.

Alex. M. Jenkins



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Foundation

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