

28 OCT 1955

Rpt. 8

(Received at London Office)

No. 112862

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 18th Oct 55. When handed in at Local Office... 27-10-1955. Port of... NEWCASTLE-ON-TYNE
 No. in Reg. Book... 32167. Survey held at... Hebburn-on-Tyne. Date, First Survey... 28th March. Last Survey... 24th September 1955.
 on the... ~~Wood~~ ~~Iron~~ ~~Steel~~ WAVE KNIGHT. (No. of Visits... 42.)

TONNAGE
 GROSS 8857
 UNDER DECK 4464
 NET 4464
 Built at... Sunderland. By whom... Sir J Laing & Sons Ltd. When... 1946. MONTH... 5.
 Owners... The Admiralty. Owners' Address...
 Managers... Port belonging to... London.
 Surveyed Afloat or in Dry Dock? Both. Name of Dock... Palmers Hebburn. Destined Voyage...
 Ceil D B or D Ba... 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. 110992 Port... hwc

(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 Daners

Representative — not required.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR PERIODICAL SPECIAL SURVEY (B), ALTERATIONS, DAMAGE AND HEATING COILS.

DUE 7.55. SHIP 9 YEARS OLD.

W DONE

Ship placed in dry dock. Shell plating, sternframe and rudder (lifted) cleaned, examined and recoated.
Ship undocked: 31st July 55.

WANNED

Holds, tween decks, fore and aft peak spaces, engine and boiler spaces, under engines and boilers, pump rooms, plating in way of sidelights, overboard scuppers and discharge pipes, (P.T.O.).

CATEGORY OF DAMAGE REPAIRS :-	Shell Plates.	Frames. LONG Ls.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	✓	✓	✓	✓	✓	✓	✓	One shell web - fanned in place.
Removed and Fair'd or Repaired	✓	4(PART).	✓	✓	✓	✓	✓	
Fair'd or Repaired in place	✓	✓	✓	✓	✓	✓	✓	

GENERAL CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
ing of Decks	good	good	(State if on Felt)
ings	good	good	When fitted, month Year
s & Fastenings	good	good	Boats
de Plating	good	good	Masts, Yards, &c.
in way of sidelights	good	good	Condition, how ascertained by stamp.
es	good	good	(State if wedges removed.)
se Frames	good	good	Equipment letter
itudinals	good	good	Anchors, No. of
verses	good	good	Cables (State if now ranged)
s	good	good	length 300f. mean diam. 2 1/2"
ons	good	good	Rule length 300f size 2 1/2"
gers	good	good	Chain Locker
Bottom Plating	good	good	Hawsers & Warps
the Tanks been examined internally?	Yes	good	Standing and Running Rigging
the Tanks been tested?	Yes	good	

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 Tanker, is eligible in our opinion to remain as classed with fresh record of dry docking 7.55, and to have the notation of 25. NWC 9.55, subject the 10 bottom scuppers of rudder post (E.W. 11.53 and previously) being specially examined at the next dry docking.

Survey Fee (per Section 29) £ 96 : 12 : 0
 Alterations £ 60 : 0 : 0
 Special Damage or Repair Fee (if any) £ 6 : 0 : 0
 HEATING COILS £ 15 : 0 : 0
 Travelling Expenses (if chargeable) £ 12 : 0 : 0
 REPAIRS, W & T £ 5 : 5 : 0
 Second Surveyor's Fee (if any) £ 5 : 5 : 0
 ATTENDANCE, 24.7.55.
 Committee's Minute

Received by me,

A. Sullivan
 G. Buchanan
 Surveyor to Lloyd's Register of Shipping.

Character Assigned

Note for

CERTIFICATE WRITTEN

10.55 hwc subject

25 hwc 9.55 + LMC C1 9.55

25 9.55

BS 9.55

Lloyd's Register Foundation

(SEE CONTINUATION SHEET NO 4)

G.I. "WAVE KNIGHT".SPECIAL SURVEY (D) SHEET N° 4.REPAIRS, WEAR & TEAR (CONT'D)

N° 2 FORWARD DEEP TANK After bulkhead horizontal stinger removed (pes) - inway of shell plates F4.

Bulkhead stinger renewed (pes) inlaid with upper shell stinger, and additional one frame space D.R. flanged bracket fitted (pes) all as shown on plan N° 45.

"Modifications to Structure in Deep Tanks", attached to this report.

On completion, repairs examined, water tested and found satisfactory.

CARGO TANKS

N° 2 Centre Buckled centre keelson inway of end brackets joined in place and additional I.A. welded inway of brackets.

N° 4 Centre Buckled centre keelson forward bay - joined in place and additional I.A. welded inway of end bracket.

Bottom shell fittings inway of stumps - cleaned and built up by welding.

N° 5 Centre Buckled centre keelson after bay - cropped and fast renewed (welded butts).

C.K. face bar inway - cropped, off, joined and refitted.

C.K. end bracket - off, joined and refitted.

N° 6 Centre Fractured longitudinal bulkhead plating - inway of 1" long. from shell fore end - need out and welded onto reverse bar inway.

On completion, repairs examined and water tested as necessary and found satisfactory.

ENGINE ROOM TANK TOP A few scattered tank top fittings, cleaned and built up by welding.

DYANO FEED TANK 4 fractures in after bulkhead plating inway of end brackets - need out and welded through onto locally welded doublers.

On completion, bulkhead water tested inway of repairs and found satisfactory.

RUDDER TRUNK Fractured after rudder trunk bulkhead - renewed with 2 additional I.A. stiffers welded inway of stuffing box. fore and afters, complete with 6" x 6" welded end brackets.

(SEE CONTINUATION SHEET N° 5).

"T. WAVE KNIGHT"

SPECIAL SURVEY (D) SHEET NO 5.

REPAIRS, WEAR & TEAR (CONT'D)

GENERAL Minor repairs also effected to O.I. hatches, sidelights, scupper valves, ventilators, air pipes and guard rails etc.

ALTERATIONS

The Owners at this time arranged for the following alterations to be effected, all in accordance with approved plans (please see sheet No 7.)

NOTE Cargo Tanks numbered from aft.

① New Pump Room

New Pump Room built in after end of No 1 centre cargo tank extending from frame 50-52. New airtight bulkhead erected on frame 52 between longitudinal bulkheads and top and bottom longitudinal brackets modified to suit. New centre girder fitted under upper deck between frames 51-2.

Existing cofferdams for Nos 50-51 now incorporated in pump room. Pump Room entrance now built on upper deck complete with skylight. Hinged steel W.I. door fitted on after side with opening 4' 6" x 27' x 25" coaming and door capable of being operated from both sides. Ventilators from pump room fitted on upper deck 20" dia^R x 40" thick with coaming carried up to and extending 42" above the siding at sea platform.

Suitable compensation fitted to upper deck inway of ventilator and cargo line openings. (See plan No 46).

Piping arrangements modified to suit and new sea suction box arranged in starboard cofferdam with 16" x 16" shell opening suitably compensated.

② New Cofferdam between Nos 4 & 5 Cargo Wing Tanks (ps)

A new D.T. Tight bulkhead constructed 3' 0" aft fr. 69 (ps) at the forward end of No 4 wing tank all in accordance with approved drawing. Access manholes 20" x 14" fitted in upper deck inway (ps). Air and sounding pipes and steam ejectors fitted (ps).

No 4 wing tanks are intended for the carriage of Kerosene, separate filling and suction lines fitted all in accordance with plans attached to this report.

③ Emergency Fire Pump Compartment

Steel gastight compartment constructed in the forward cargo hold (ps after end), as per attached plan.

Watertight access hatch fitted on deck over opening in deck 22' x 22'. Hatch coaming 25' x 26' x 37" high and 44" thick closed by hinged steel W.I. cover 38" thick and secured by 7 toggle.

(SEE CONTINUATION SHEET NO 6)

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S.T. "WAVE KNIGHT"
ALTERATIONS (CONT'D) SHEET No 6.

Emergency Fire Pump Compartment (cont'd):

by 7 toggle bolts spaced 9" / 14" apart.
 1-6" dia^R G.N. ventilator 30" thick x 45" high, suitably stayed fitted on upper deck and supplied with a wood plug and canvas cover for closing appliance.
 Sea suction for the pump fitted in the forward cofferdam shell (ps) - opening 6 1/2" dia^R.

④ Ice Stiffening:

Forward end of vessel stiffened for navigation in ice, but not in accordance with full requirements of The Rules, and not eligible for the appropriate notations.

The stiffening consists of 7 x 3 1/2 BA x 40 and 8 x 3 1/2 BA x 50 intermediate riveted frames, extending from fr. No. 19 to the fore end upto the upper deck, all in accordance with the approved drawing No 10.

⑤ Pipe Tunnel:

Pipe Tunnel fitted through cross bunker - open ended at engine room bulkhead and fitted with W.I. cover plate on Pump Room bulkhead. Tank plating 18 x 18 x 43" thick and fitted in accordance with approved drawing No 14.

⑥ Poof Deckhouse extensions aft (Port side):

Poof deckhouse and Boat deck (ps) extended 7' 0" aft inway of frame Nos 15-18 all in accordance with approved drawing No 12.

⑦ Extensions to Poof Deck House, Boat Deck & New Boat Deck House.

Poof Deckhouse wings (ps), extended forward from frame No 46 to Poof front.

Poof Deckhouse at centre extended forward to a line 3' 6" parallel abaft Poof front, and existing W.I. doors (ps) at frame No 46 removed and refitted to house front Bulkhead.

Boat deck extended forward inway to Poof front line.

A new deckhouse constructed on the Boat deck forward.

The alterations and extensions all in accordance with approved drawing No 4.

⑧ Extensions to Bridge Deck & Midships Deckhouses:

Bridge deck extended aft to form 8' 9" overhang at wings (ps) and 16' 6" at centre where it has been extended to the Midships Pump Room entrance.

Bridge deckhouse wings (ps) extended aft.
 (SEE CONTINUATION SHEET No 7).

G.I. "WAVE KNIGHT".

ALTERATIONS (CONT) SHEET NO. 7.

⑧ Midship Deckhouse Extensions.

Upper Bridge extended 11'-9" aft (per).

New deckhouses constructed aft on the Upper & Navigating bridges, all in accordance with approved drawing N° 8.

⑨ Bridge Front.

A new H.J. door was fitted in the Bridge Front Bulkhead, starboard side, opening 4'6" x 30" with 18" sill, door hinged and strongly constructed and secured by 6 toggles spaced 18"/26" apart and capable of being operated from both sides. Bridge front efficiently framed inway of opening.

⑩ Trelling at Sea Platform.

Existing platform in after well modified and extended to cover after well (per) from Poop to Bridge. The additional new platform is strongly constructed and efficiently supported.

Rigging at sea masts (Samson Posts per) fitted at after end of bridge and forward end of Poop, complete with derricks and stays etc.

Upper Deck inway of Samson posts suitably stiffened.

On completion of the above alterations and extensions, the new and disturbed steelwork, H.J. doors and sidelights etc. were examined and water and hose tested as necessary and found satisfactory.

All alterations in layout and scantlings in accordance with the following plans enclosed:

- (1) New Pump Room aft. (2) New Pump Room Entrance.
- (3) New Pump Room Seats. (3) New Cofferdam Bulkhead.
- (5) Pipe Passage thro' Oil Fuel Bunker.
- (6) Extension aft of Poop Deckhouse.
- (7) Extensions to Poop Deckhouse, Boat Deck & New Boat Deckhouse.
- (8) Extensions to Midship Deckhouses.
- (9) Emergency Fire Pump Compartment.
- (10) Ice Stiffening Forward.
- (11) Sea Suction Dore and Grid in New Pump Room aft.
- (12) Stripping Pump connections & 8" Relief Valves in New Pump Room aft.
- (13) Arrangement of pipework in Cofferdam.
- (14) Part Upper Deck Plan shearing openings inway of New Pump Room aft.
- (15) Trelling at Sea Platform. (16) General Pumping Arrangement (as fitted)
- (17) Kerosene Pumping Arrangement in Midship Pump Room. (18) Cargo Oil Piping Arrgt. in New Pump Room aft. (19) Petrol Pumping System in Midship P. Room.

(SEE CONTINUATION SHEET NO. 8)

ENGINEER

2.T. "WAVE KNIGHT"
ALTERATIONS (CONT'D) SHEET NO. 8.

Report C11 (cont'd) placed on board, copy attached.

Tonnage

On account of the alterations and extensions to the accommodation spaces etc., the M.O.I. Surveyors measured the additional spaces, resulting in the following revised Tonnages: Gross 8356.73 Tons. Nett 4464.2/2 Tons

The Register Book to be amended accordingly, also for Cargo Oil Capacity: Gross cubic capacity amended to 521,216 c.

DAMAGE.

On examination in dry dock, the following shell plates (numbered from forward) were found indented. No log records being available as to origin.

REPAIRS, NOW DONE

Shell plates - joined in place: F11, G10 & 11, H8 & 12 (ps) (95) }
F7 & F12, G6, 11 & 12, H1, 7, 11, 12 & 13, J1 & 3. (ps) } 17

Internal

Inway of No. 1 cargo tank (ps) G12: 1 shell longitudinal cropped off, joined and refitted (1)
" " No. 2 " " (95) G10: 1 " " " " " " (1)
" " No. 2 " " (ps) H11: 1 " " " " " " (1)
" " No. 4 " " (95) H8: 1 " " " " " " (1)
" " No. 5 " " (ps) G6 & F7: shell web - joined in place.

Shell longitudinals cropped with welded butts.

On completion, repairs examined and shell inway water tested and found satisfactory.

HEATING COILS.

The Owners at this time arranged for the following: Pitted and wasted steel heating coils in Nos 1 p.c.s, No 3 c, No 4 c and Nos 5 p.c.s cargo oil tanks removed and renewed. Pitted and wasted steel heating coils in Nos 2 p.c.s and Nos 6 p.c.s cargo oil tanks removed, and renewed in "YORKCALBRO" tubing.

On completion, heating coils examined and hydraulically pressure tested and found satisfactory.

CONDITIONS OF CLASS The bottom scarf of the mudder post was specially examined and found to continue efficient.

CIRCULAR NO. 2032 The ship was specially examined at this time and found to comply with the requirements of the circular.

Engineers

0027 7/7