

11-JUN-1949

No. 74046

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14/5/1949 When handed in at Local Office 30 MAY 1949 Port of Glasgow
 No. in Reg. Book 79558 Survey held at Glasgow Date, First Survey 17/1/49 Last Survey 26/4/1949
 on the Wood, Iron or Steel "WAVE MONARCH" (No. of Visits 40)

TONNAGE: Built at Glasgow By whom Harland & Wolff Ltd. When 1944
 GROSS 8159 Owners The Admiralty Owners' Address (If not already recorded in Appendix to Register Book)
 UNDER DK. 7016 Managers (If not already recorded in Appendix to Register Book)
 NET 4545 Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Stobross Quay Drydock Destined Voyage (Classification contemplated.)
 Cell DBor DBa feet; uE & B. 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. Port

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

Was a damage report made by anyone else? if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Classification

How done:- Vessel placed in drydock, bottom and rudder cleaned examined, now satisfactory and recoated. Rudder lifted for examination and refitted. Cargo Tanks, Cofferdams, forward deep tanks, fore and after peak tanks, oil fuel crossbunker settling tanks, O.B. tanks in engine room & fresh water tanks aft all examined internally tested to Rule requirements show satisfactory. (Cargo Tanks filled to top of hatch coamings afloat & tested to light line in drydock.) Forward hold, tween decks, pump rooms, spaces above fore & after peaks, poop, bridge & fore spaces, machinery spaces under boilers, cleaned as far as practicable

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:-
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE	good	good	good	good	good	good	good	good
Decks	good	good	good	good	good	good	good	good
Caulking of Decks	"	"	"	"	"	"	"	"
Coamings	"	"	"	"	"	"	"	"
Beams & Fastenings	"	"	"	"	"	"	"	"
Outside Plating	"	"	"	"	"	"	"	"
" " in way of sidelights	"	"	"	"	"	"	"	"
Frames	"	"	"	"	"	"	"	"
Reverse Frames	"	"	"	"	"	"	"	"
Longitudinals	"	"	"	"	"	"	"	"
Transverses	"	"	"	"	"	"	"	"
Floors	"	"	"	"	"	"	"	"
Keelsons	"	"	"	"	"	"	"	"
Stringers	"	"	"	"	"	"	"	"
Inner Bottom Plating	"	"	"	"	"	"	"	"
Have the Tanks been examined internally?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Have the Tanks been tested?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bulkheads	good	good	good	good	good	good	good	good
Ceiling	"	"	"	"	"	"	"	"
Cement or Asphalt	"	"	"	"	"	"	"	"
Rudder	good	good	good	good	good	good	good	good
Steering gear and its connections	"	"	"	"	"	"	"	"
Windlass	"	"	"	"	"	"	"	"
Have pumps been examined and found efficient?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Have Sluice Valves been examined and found efficient?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Have Watertight Doors been examined and found efficient?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Have Ventilators and their Coamings been examined and found efficient?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Air and Sounding Pipes	good	good	good	good	good	good	good	good
Doubling Plates under Sounding Pipes	"	"	"	"	"	"	"	"
Engine Room Skylights	good	good	good	good	good	good	good	good
Coal Bunkers, Openings, Covers, &c.	"	"	"	"	"	"	"	"
Oil Bunkers	good	good	good	good	good	good	good	good
Scuppers	"	"	"	"	"	"	"	"
Cargo Hatchways	"	"	"	"	"	"	"	"
Hatches	"	"	"	"	"	"	"	"
Planking	"	"	"	"	"	"	"	"
Caulking	"	"	"	"	"	"	"	"
Treenails	"	"	"	"	"	"	"	"
Breasthooks & Stemson	"	"	"	"	"	"	"	"
Transoms, Pointers & Crutches	"	"	"	"	"	"	"	"
Timbers of Frame at openings	"	"	"	"	"	"	"	"
" " at other places	"	"	"	"	"	"	"	"
Stringers, Clamps & Shelves	"	"	"	"	"	"	"	"
Salting	"	"	"	"	"	"	"	"
Copper, or Y.M. (State if on Felt.)	"	"	"	"	"	"	"	"
When fitted, Month	"	"	"	"	"	"	"	"
Boats	good	good	good	good	good	good	good	good
Masts, Yards, &c.	"	"	"	"	"	"	"	"
Condition, how ascertained (State if wedges removed.)	by examination	by examination	by examination	by examination	by examination	by examination	by examination	by examination
Equipment letter	dt	dt	dt	dt	dt	dt	dt	dt
Anchors, No. of	38. 1s.	38. 1s.	38. 1s.	38. 1s.	38. 1s.	38. 1s.	38. 1s.	38. 1s.
Cables (State if now ranged)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
" length 300 mean diam. 2 3/16"	"	"	"	"	"	"	"	"
" Rule length size	"	"	"	"	"	"	"	"
Chain Locker	good	good	good	good	good	good	good	good
Hawsers & Warps	"	"	"	"	"	"	"	"
Standing and Running Rigging	"	"	"	"	"	"	"	"
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 eligible in our opinion to be classed "100 A-1. Carrying Petroleum in Bulk" with record of docking survey 2,49 and notation of S.S.GLS.-4,49.

Survey Fee (per Section 29) £ 140 : 0 : 0
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 26 : 5 : 0
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) Sunday Attendance £ 5 : 5 : 0
 Committee's Minute £ 2 : 49 : 0

Fees applied for,

31 MAY 1949

Received by me,

19.

Character Assigned

Classed 4.49
 S.S.GLS. 4.49

Carrying Petroleum in Bulk
 Fitted for oil fuel 2.4. above 1500F
 S.M.C. 5.49
 2 O.B. 400 lb 2 O.B. 180 lb
 Int (400 lb) 2.4.

Surveyor to Lloyd's Register of Shipping,

Lloyd's Register
 Foundation

"WAVE MONARCH"

and structure examined found or placed in satisfactory condition.
Scupper, air, sounding & discharge pipes & valves examined found
or placed in good condition.

Striking plates found or fitted under sounding pipes.

Decks, casings, hatch ventilator coverings + covers + general equipment examined + found satisfactory.

blasts and rigging examined. (Rpt. 144 here with)

Windlass, steering and emergency steering gear examined + found satisfactory.

Anchors + chain cables ranged examined + found satisfactory.

Chain locker examined found satisfactory.

Freeboards Verified.

Feedback:- Report C.11 has been forwarded. Report C.12(=) completed and new Load Line Certificate copy issued.

Equipment:- Spare bowser anchor now supplied. For particulars of marks please see below.

The equipment of anchors and chain cables how to Rule requirements.

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.			TWT 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.			
48790	1st Bower												87	10			
	2nd "																
	3rd "	69	3	0	—			53	✓	12	2	0			Bye's Improved Type	✓	L.P.H.-S. 10/12/45
	Collective Weight																F.W. Dovey.
	Stream.....																
	Kedge.....																

Wt. of anchor head spins 45.0-21.

If found dead name of Pilotboat.

Kedge.....

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

(X) Anchor now forwarded from
Naval Store Depot, Basins.

CHAIN CABLES.

[illegible]

Repairs :- Rudder gudgeon bushes renewed, rudder plate cracks read out + E.W.
Several shell rivets set up + E.W.
A few minor deck repairs effected.
2 small fractures on shell plates in No 2 Deep Tank forward cut out + E.W.

Post side plating abt. break (p.s.) indented and framing in very backled
Cargo (units nos 4 & 5 (p.s.): Spike below sheer badly indented with framing, bldg
etc in way. Leaky rivets

F.P. 2 baby rivets in frame No 2 (p.c.) Gen bear fitted

"WAVE MONARCH"

Damage stated sustained whilst oiling at sea.

Now done for perm. repairs :- Shell plating in way of poop (p.s.)

Shell plate M. 8. cropped part renewed.

6 frames in way cropped, faded & replaced.

On completion shell hose tested found satisfactory.

Steel plating in way of Nos 4 & 5 Wing Tanks (p.s.)

Shell plate K.13 renewed.

" " J. 114 cropped part renewed.

4 frames in way collapsed joined + replaced.

Outboard panel of Bhd. 115 cropped & part renewed.

upper stringers in Nos 4+5 being tanks locally rotted + renewed.

On completion No. 4 + 5 wing tanks tested & found satisfactory.

Damage stated sustained while vessel was proceeding to Elderslie Drydock, Glasgow on 4th February 1949.

Now done for perm. repairs :- Steering Gear Hbr.

2 deck plates in steering gear flat in way of rudder stops, cropped + part renewed + angle stops removed, faired + replaced.

NOTE:- The Admiralty representative received a letter during survey of this vessel regarding defective welded butts in "WAVE" class tankers, but as this vessel had been in drydock and the Admiralty did not wish to redock the vessel, no "X" ray examinations could be carried out. No defective welded butts were noted upon examination in drydock. The Admiralty representative states however that "X" ray examinations of sample welded butts will be carried out at the next drydocking.

NOTE:- Vessel undocked Tuesday 8th February 1949.