

# 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: GROSS 8159 Built at Glasgow By whom Harland & Wolff Ltd. When 1944  
 UNDER DK. 7016 Owners The Admiralty Owners' Address \_\_\_\_\_  
 NET 4545 Managers \_\_\_\_\_ Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Stobross Quay Elderslie Drydock Destined Voyage \_\_\_\_\_  
 Cell DBor DBa \_\_\_\_\_ 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. \_\_\_\_\_ 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		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks <u>good</u>		<u>good</u>		<u>good</u>		<u>good</u>	
Caulking of Decks	"						
Coamings	"						
Beams & Fastenings	"						
Outside Plating	"						
Frames	"						
Reverse Frames	"						
Longitudinals	"						
Transverses	"						
Floors	"						
Keelsons	"						
Stringers	"						
Inner Bottom Plating	"						
Have the Tanks been examined internally? <u>Yes</u>							
Have the Tanks been tested? <u>Yes</u>							

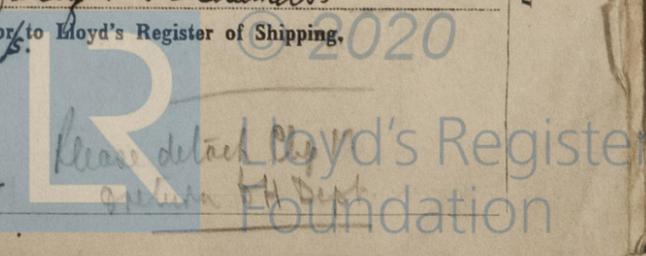
### General Observations, Opinion as to Class, Recommendation, &c. :-

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.G.S. - 4,49.

Survey Fee (per Section 29) £ 140 : 0 : 0 Fees applied for, 31 MAY 1949  
 Special Damage or Repair Fee (if any) (per Sec. 29) £ 26 : 5 : 0 Received by me, R. Dunsford  
 Travelling Expenses (if chargeable) £ : :  
 Second Surveyor's Fee (if any) Sunday Attendance £ 5 : 5 : 0  
 Committee's Minute 2:49 Gls.

Character Assigned 100 A-1  
Classed 4.49  
S.S.G.S. 4.49  
Carrying Petroleum in Bulk  
Fitted for oil fuel F.A. above 1500F  
S.M.C. 5.49  
2 WTB 460 lb  
Int (460 lb) F.A.  
2 O.B 180 lb



Is certificate required? If so, to be sent to 004653-004661-0086

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.  
 Masts and rigging examined. (Rpt. 11s herewith)  
 Windlass, steering and emergency steering gear examined & found satisfactory.  
 Anchors & chain cables ranged examined & found satisfactory.  
 Chain locker examined & found satisfactory.  
 Heelwards Verified.

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

Equipment:- Spare bower anchor now supplied. For particulars of marks please see below.  
 The equipment of anchors and chain cables now 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	qrs.				
	1st Bower												
48790	2nd "												
	3rd "	69	30				53	12	20				
	Collective Weight												
	Stream.....												
	Kedge.....												

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.  
 Anchor now forwarded from Naval Store Depot, Belfast.  
 wt. of anchor head spms 45.0-21.

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 Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

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.

Poop side plating abt. break (p.s.) intended and framing in way heeled  
 Cargo lumps nos 4 & 5 (p.s.): Sparke below sheer badly indicated with framing, bldgs etc in way. Leaky rivets  
 F.P. 2 leaky rivets in frame No 3 (p.s.) Conn box fitted.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened 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.

WAVE MONARCH

Damage stated sustained whilst sailing 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, failed & replaced.  
 On completion shell hose tested & found satisfactory.  
 Shell plating in way of No 4 & 5 Wing Tanks (p.s.)  
 Shell plate K.13 renewed.  
 " " J.14 cropped & part renewed.  
 4 frames in way cropped failed & replaced.  
 Outboard panel of Bhd. 115 cropped & part renewed.  
 Upper stringers in No 4 & 5 Wing Tanks locally cropped & renewed.  
 On completion No 4 & 5 Wing Tanks tested & found satisfactory.

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

Now done for perm. repairs:- Steering Gear Flat.  
 2 deck plates in steering gear flat in way of rudder stops, cropped & part renewed & angle stops removed, failed & 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.

0086 2 2

