

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 6th December 44 When handed in at Local Office 6th Dec 1944 Port of BRISTOL
 No. in Survey held at Bristol Date, First Survey 6th November Last Survey 4th December, 1944
 Reg. Book. on the Woodlark Steel oil barge "Y.126"
 68501
 TONNAGE:— Built at Quincy, Mass. By whom Bethlehem S.B.Co.Ltd. When 1930 5
 GROSS 548 Owners United States War Shipping Administration. Owners' Address - -
 UNDER DK 485 Managers - - Port belonging to Wilmington, Delaware.
 NET 321

Yed Afloat or in Dry Dock? Both Name of Dock Wapping Dry Dock Destined Voyage - -
 or DBa - - feet; uE & B - - feet; f - - feet
 Capacity - - tons. FPT - - tons; APT - - tons; MT - - feet. tons.
 Only alterations in the existing records of tanks should be inserted.

3. All alterations in the existing records should be underlined.

Report, No. 45446 Port N.Yk.

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the removal of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

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. Report 10 issued Copy herewith.

Messrs. Whitwill Cole & Co., Ltd., Bristol Was a damage report made by anyone else? If so, by whom?

FOR EXAMINATION & REPAIRS FOR at the request of Messrs. Whitwill Cole & Co., Ltd., Bristol, acting upon instructions received from the United States Army Authorities, to ascertain the condition of the vessel after having made the ocean voyage from the United States of America to the United Kingdom under her own power and in the stated loaded condition given on the attached copy of Report 10.

Vessel placed in drydock. Shell and rudder examined and found in efficient condition.

Shell drilled and thicknesses obtained as given in table at end of this report.

Machinery space, decks, casings, superstructures, expansion trunks, all main and subsidiary closing appliances, ventilators, anchors, boats, windlass, steering gear, air and sounding pipes and general equipment. Upper deck stringer, port side, drilled in way of cargo oil

links and thicknesses found satisfactory, i.e. 5 to 5½ twentieths of an inch. P.F.O.

RY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

GENERAL CONDITION OF THE

Age of Decks	efficient	Bulkheads	see report	Engine Room Skylights	efficient	Copper, or Y.M.	- -
Platings	efficient	Ceiling	- -	Coal Bunkers, Openings, Covers, &c.	- -	(State if on Felt.)	- -
& Fastenings	efficient	Cement	as per F.P. good	Oil Bunkers	not examined	When fitted, Month	- -
Plating	efficient	Rudder	efficient	Scuppers	- -	Boats	efficient
in way of sidelights	- -	Steering gear and its connections	efficient	Cargo Hatchways (oil)	efficient	Masts, &c.	not examined
es	efficient	Windlass	efficient	Steel covers	efficient	Condition, how ascertained	- -
rise Frames	- -	Have pumps been examined and found efficient?	- -	Planking	- -	(State if wedges removed.)	- -
itudinals	see report	Have Sluice Valves been examined and found efficient?	- -	Caulking	- -	Equipment letter	- -
verses	efficient	Have Watertight Doors been examined and found efficient?	- -	Treenails	- -	Anchors, No. of	2B
s	efficient	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	- -	Cables (State if now ranged)	not ranged
ions	efficient	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	- -	length stated mean diam.	-
gers	efficient	Doubling Plates under Sounding Pipes	- -	Timbers of Frame at openings	- -	(on board.)	complete
Bottom Plating	- -			" " at other places	- -	Rule length	size
the Tanks been examined internally?	Yes			Stringers, Clamps & Shelves	- -	Chain Locker	not examined
the Tanks been tested?	No			Salting	- -	Hawsers & Warps	sufficient
				(State if examined.)		Standing and Running Rigging	not exam
						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 remain as classed in the Register Book with fresh drydocking date 12,44 and to retain the record "Examined 8,44" for twelve months subject to permanent repairs to the centre line bulkhead, Nos. 1 and 3 tanks, side longitudinal frame and two stiffeners on the forward bulkhead of No. 1 tank, the forward bulkhead of No. 4 tank and the cargo pipe lines in No. 1 tanks, before the vessel is placed in commission.

Survey Fee (per Section 29)	£ 10: 10: 0	Fees applied for,	19
Special Damage or Repair Fee (if any) (per Sec. 29)	£ :	Received by me,	19
Dredging Expenses (if chargeable)	£ :		
Land Surveyor's Fee (if any)	£ :		

Committee's Minute

FRI. 13 APR 1945

Character Assigned

Deposited
write N.Yk.

A. Reid, F. Brooke Smith
Surveyors to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Fore peak Tank : examined internally and structure found efficient.

After peak Tank * not examined, being full of fresh water, but stated to be satisfactory.

All Cargo Oil Tanks : (1 to 4 port and starboard) examined internally. All members, plating and stiffening, within these tanks were found considerably wasted by the co-ordinated effect of long period carrying the lighter grades of petroleum and the wartime prohibition of other than immediately essential repairs. The wastage was found greatest in the upper parts, especially in the vicinity of the entrances to the tanks. Internal wastage of the shell plating in these tanks was found fairly uniform and no deep local pitting or grooving at the bulkhead boundary bars and overlapped butts was evident. Riveting throughout the tanks appeared to be good. There was no evidence of principal structural weakness despite the hazardous test to which the vessel had been subjected, namely an Atlantic voyage in a port loaded condition, and, it is submitted, this constitutes an overriding consideration in determining that the structure, subject to certain minimum repairs to the defects, listed as under, continues efficient for a limited period under the considerably less exacting and fully restrictive conditions of service imposed by her class.

Repairs Recommended

Centre line bulkhead broken away at the forward end of tank.	Plating and stiffeners between the forward bulkhead and the forward transverse to be renewed.
Five centre line bulkhead stiffeners at the after end of the tank fractured at the throat at their upper ends.	To be reinforced at the upper ends by brackets about four feet in depth from the deck to the lower end of the bracket.

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

Number of Certificate.	Anchors.*	WEIGHT OF 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																
	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.

[illegible]

The uppermost side longitudinal frame on	Frame to be renewed.
the starboard side fractured at the throat	
at the aft end.	
Two stiffeners on the forward bulkhead	Stiffeners to be renewed.
badly buckled.	
Cargo pipe lines, port and starboard,	To be renewed as necessary.
badly damaged at the forward end.	

Centre line bulkhead plating fractured at Doubling plate about two feet wide to be

Continuation of Report No. 10991 dated 6th December, 1944 on the

012 Base 47.126"

Repairs Recommended

the toe of the deck connection angle bar at the aft end of the tank.	fitted on the upper part of the bulkhead and to extend over the whole length of the tank.
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Forward bulkhead plating fractured at the upper end of one stiffener on the starboard side of the tank.	Small doubler to be fitted.
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No facilities were afforded at this time to test the cargo oil tanks although it was stated that leakage takes place through the shell in way of the dished-plate rubbing bands in the ship's sides and also through the bulkheads from tank to tank. The extent of these defects and their relative importance can only be determined by testing each tank under a head of water and it is recommended this be carried out coincident with the above mentioned repairs.

	Forward		Amidship		Aft	
	Drill test	Original	Drill test	Original	Drill test	Original
Keel	.4	.38 ✓	.25	.33	.30	.38
Port side						
A Strake	.35	.34 ✓	.20	.34 ✓	.20	.34 ✓
B Strake	.30	.34	.25	.34	.30	.34
C Strake	.30	.34	.25	.34	.30	.34
D Strake (Sheer)	.25	.34	.20	.34	.20	.34
Starboard Side						
A Strake	.30	.34 ✓	.30	.34 ✓	.30	.34 ✓
B Strake	.30	.34	.20	.34	.25	.34
C Strake	.25	.34	.25	.34	.30	.34
D Strake (Sheer)	.25	.34	.20	.34	.20	.34

It is learned from Messrs. Whitwill Cole & Co., Ltd., that, in accordance with instructions from the U.S. Army Authorities, the vessel will be leaving this port for the Continent in the course of a few days and that the above repairs will be effected there. No Interim Certificate for the voyage has been requested from this office.

008231-008236-0146212