

No. 6241

009920-009923-0046 1/

**Is Certificate required? If so, to be sent to:**



## S/S "OAKLEY L. ALEXANDER"

restowed in chain lockers. A spare bower anchor was placed on board the vessel with one patent detachable link. The anchor windlass, steering gear and after capstan were tested and found in good working order. A freeboard survey was held and the freeboard marks for the International Load Line and U.S.A Coastwise Certificate issued at New York were cut in and verified. The vessel was at this time converted to a Collier and the repairs and alterations detailed below were carried out satisfactorily. On completion of same, the decks, hatches and W.T. bulkheads in way of alterations were hose tested and proved tight. All bilges, holds, tank tops, bunkers, decks and deck houses were cleaned and coated throughout the vessel. All double bottom tanks, deep tanks, fore and after peak tanks cleaned and coated internally throughout.

## Done for repairs; Port Side:

"A" strake plate No. 8, four indents faired in place.

"A" strake plate No. 9, three " " "

"A" strake plate No. 10 two indents faired in place.

"A" strake plate No. 13 three indents faired in place.

"A" strake plate No. 14 four indents faired in place.

"A" strake plate No. 15 two indents faired in place.

"B" strake plate No. 13 one indent faired in place.

First strake below sheer plate No. 8 cropped 12', part renewed and rewelded.

## Starboard Side:-

"A" strake plate No. 8 three indents faired in place.

"A" strake plate No. 9 five indents faired in place.

"A" strake plate No. 10 one indent faired in place.

"A" strake plate No. 14 four indents faired in place.

"A" strake plate No. 15 two indents faired in place.

Bilge keel cropped 31' port side and 25' starboard side, part renewed and rewelded.

## Done for Alterations:-

**Weather Decks:-** All 20 mm and 5" gun tubs, supports and stanchions removed from vessel complete with fittings. All wiring removed back to source of supply and openings closed by welded insert plates as required. Sprinkling systems to ammunition magazines removed complete, blanked off at source of supply and openings closed by welded insert plates. Three tier pipe rails and stanchions fitted in way of removals. All plastic armour and fittings removed from superstructures and bulkheads scaled and coated. Naval type Radar installation removed complete with all fittings. All concrete ballast and securing attachments removed and plating in way scaled and coated.

## Forecastle Deck.

Doubler plate 3/8" thick laid over deck plating port and starboard outside line of hatches between frames 14 to 37, welded at seams and butts and riveted to deck. Doublers gunned with red lead after installation. Forecastle deck plating cut back to make two hatch openings between frames 17 to 25 and 28 to 35 with well rounded corners. Two hatch coamings installed and welded to deck, having hinged steel W.T. covers secured by dogs and wing nuts. Two steel kingposts welded to deck between hatches and fitted with electric winches and hatch cover lifting gear. These king-

R.S. Haugman - John Smith

Number of Certificate.	Anchors.*	WEIGHT EX. 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.			
PH18983	1st Bower	9360	lbs.		137000	lbs.							U.S. Navy Stockless	Pittsburgh	Glassport, Pa.	
PH17112	2nd "	9440	lbs.		136000	lbs.							Stockless	Steel Foundry	April 5th, 1945	
PH15635	3rd "	7560	lbs.		117824	lbs.							Stockless	Baldt Anchor	Chester, Pa.	
PH18994	Stream	3340	lbs.		65000	lbs.							U.S. Navy Stockless	Pittsburgh	Glassport, Pa.	
	Kedge												Stockless	Steel Foundry	April 5, 1945	

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

Number of Certificate.	Length and size supplied.	Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
		Length.	Diam.	Supplied.	Per Rule.	Length.	Diam.			
PH18983	2 3/8"	303320	lbs.	114	lbs.			Baldt Anchor	Chester, Pa.	
PH18994	2 3/8"	424630	lbs.					Patent Chain & Forge	20-7-48 SS.	
								Detach. Division.		
								Link.		

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



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POSTS also form ventilation trunks to No. 1 hold with mushroom covers on top.

All deck fittings relocated as required in way of deck doublers and chocks and fairleads overhauled and placed in good order. Alterations to forecastle deck carried out in accordance with approved drawings.

Main Deck:

The original masts, kingposts, cargo booms, rigging, supports, ventilators and other equipment removed from deck and all openings blanked off by welded insert plates as required. The gunners quarters aft removed in their entirety and after house bulkhead relocated at frame 143. All piping, wiring and ventilation system removed back to source of supply and opening closed by welded insert plates. Deck plating and beams cut back and removed between frames 15 to 35, 38 to 72, 101 to 142 for new location of hatch coamings. Doubler plates laid over main deck plating outside the line of hatch coaming port and starboard and in way of midship house at sides welded at seams and butts and riveted to deck plating. Doublers being gunned with red lead on completion. Two sets of hatch coamings complete with brackets and stiffeners were made and installed between frames 38 to 72 and 101 to 142 and secured to deck by angles riveted to deck and coamings and caulked tight. For continuity of structure flanged plates were fitted from forecastle bulkhead and deck house bulkheads to hatch coamings port and starboard and deep girders between frames 71 to 78, 96 to 100 and 142 to 1247 below main deck. Transverse bulkheads and stiffeners at frames 52 and 122 were extended in way of raised trunks in new hatch coamings. Eleven hinged steel W.T. hatch covers were installed at Nos. 2, 3, 4 & 5 holds and fitted with dogs and wing nuts. Two steel king posts were welded to raised trunk decks between each of Nos. 3 & 4, 5 & 6, 6 & 7, 8 & 9, 10 & 11, 12 & 13, each kingpost forming a vent trunk to holds below and also fitted with hatch cover winches and lifting gear. Steel self supporting fore and main masts were made and fitted at frames 37 & 122, with approved foundations to main deck level and fitted with necessary halyards and rigging. Four 18" x 24" steel W.T. manholes welded to deck plating for access to Nos. 2, 3, 4 & 5 holds with 18" coamings and steel W.T. doors secured with dogs and nuts. Two openings cut in main deck plating at frames 72½ to 74½ port and starboard for coal bunker hatches and fitted with steel coamings to beat deck level and hinged steel W.T. covers secured with dogs and wing nuts. Each coaming fitted with access manhole cut in the side with steel W.T. covers secured by dogs and wing nuts. Longitudinal steel bulkheads installed between frames 14 to 37 under forecastle deck to form a W.T. hatch trunk at No. 1 hold port and starboard. Two tier handrails and stanchions installed over main deck hatch covers complete with ladders and fittings to form a walkway from stern to forecastle deck. All alterations to main deck carried out in accordance with approved drawings.

Second Deck:

Deck plating and beams cut back and removed between frames 14 to 36, 37 to 51, 52 to 72, 73 to 78, 97 to 122, 123 to 147, leaving a stringer plate at port and starboard shell plating and at bulkheads Nos. 37, 52 & 122. These stringer plates being fitted with face bars and deflection plates welded in position. Bolted manholes installed in deflection plates as means of access to space behind.

*R. S. Haagenen - formlint*



S/S "OAKLEY L. ALEXANDER"1st Platform Deck:

Deck plating and beams cut back and renewed between frames 14 to 36, 37 to 51, 52 to 72, 73 to 76 leaving a stringer plate at shell port and starboard and at bulkheads Nos. 39 & 52. Deck plating and beams cut back and removed each side of tunnel plating between frames 96 to 122 leaving a stringer plate at shell port and starboard and bulkhead 95. These stringer plates being fitted with face bars and deflection plates welded in position. Bolted manholes installed in deflection plates as means of access to space behind.

Transverse Web Frames:-

Seven deep belt frames installed, extending from tank top, under main deck and down to tank top at frames 45, 60, 67, 101, 108, 115, 137 complete with face plates and brackets welded in position.

Seven partial web frames installed, extending from tank top to forecastle deck port and starboard at frames 17, 20, 23, 26, 28, 31, 34 complete with face plates and brackets welded in position.

Seven partial web frames installed, extending from tank top to main deck port and starboard at frames 125, 128, 131, 134, 139, 142 & 145 complete with face plates and brackets welded in position.

Transverse Bulkheads:

Bulkheads Nos. 37, 52, 122 fitted with five vertical stiffeners on fore and after sides from tank top to main deck with face plates and brackets welded in position. Bulkhead No. 72 fitted with stiffeners as above on after side. Bulkhead No. 97 fitted with stiffeners as above from tank top to 2nd deck level on after side.

Cargo Holds:-

Double bottom tank manholes removed and relocated at fore and after ends of holds as approved drawings and fitted with flush bolted lids and protection covers.

Original manholes closed by welded insert plates. Tank top plating in each hold fitted with 25# doubler plates, having welded seams and butts and plug welded to tank top plating. Doublers gunned with red lead on completion. Deflection plates welded over bilge brackets in Nos. 2, 3 & 4 holds each side, with bolted access manholes to bilges. Vertical access ladders installed in each hold with raised W.T. manhole at upper deck. All sounding pipes and air vents fitted with steel guards.

Shaft tunnel top plating in No. 4 hold fitted with arched deflection plate full length of hold and welded in position with brackets and stiffeners as approved drawing. Original domestic water tanks removed complete and two new tanks for domestic water and distilled water installed at second deck level between frames 95 to 97, fitted with all necessary pipes, vents and fittings. Tanks constructed with a cofferdam above, at ship's sides and between tanks. On completion, tanks were filled, tested to Rule requirements and proved tight. An additional deep tank for water ballast was installed from tank top to main deck level between frames 145 to 147 at after end of No. 5 hold. Tank fitted with suitable stiffening, access manholes, ladder, air and sounding pipes and piping connections and on completion was filled, tested to Rule requirements and proved tight.

Coal Bunkers: Original fuel oil settling tanks between frames 74 to 78 removed

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complete with fittings. Engine room bulkhead No. 78 extended to ship's side and a new coal bunker constructed full width of vessel between frames 72 to 78, the bulkheads being reinforced with stiffeners and stringers as per approved drawings, to main deck level. Inside the bunker a day bunker was installed complete with coal gates and fittings for coal conveyor system.

Engine Room:-

Deck plating and beams at 1st platform level cut back and removed at port and starboard sides between frames 78 to 84 to provide clearance for installation of new boilers. Remaining deck plating in way of removals reinforced by new pillars and brackets.

Original tunnel W.T. door removed complete and a new vertical sliding W.T. door installed complete with rods and gearing to be operated from main deck level, lower engine room and inside shaft tunnel. On completion, door was hose tested, searched and proved tight, seen under working conditions and found in good order.

Radar Installation.

A new radar installation complete with all necessary equipment was at this time installed aboard the vessel, tested and proved in good order. This set is made by the Raytheon Manufacturing Co., Waltham, Mass., U.S.A.

Model:- Mariners Pathfinder CX - 1002, transmitter CX - 1005.

*R.S. Haagen - John L. [unclear]*



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