

16 JUL 1954

No. 111557

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 5.7.54 When handed in at Local Office 6.7.54

Port of NEWCASTLE-ON-TYNE

No. in
Reg. Book
82510

Survey held at Hebburn in June

Date, First Survey 5.5.54 Last Survey 20.6.1954

(No. of Visits 38)

vessel undocked 16.6.54

31955 on the ~~Wood, Iron or Steel~~ "WAZIRISTAN"

TONNAGE :-

Built at Port Glasgow

By whom Lithgows Ltd.

When 1950

MONTH 14

GROSS 9115

Owners Hindustan Steam Sh. Co. Ltd.

Address

UNDER DK 8033

Managers Common Bros Ltd.

(If not already recorded in Appendix to Register Book)

NET 5262

Managers Common Bros Ltd.

Port belonging to Sinduland.

Surveyed Afloat or in Dry Dock? both

Name of Dock Hawthorn Leslie

Destined Voyage

Cell DBor DBa

feet; uEqB

feet; f

feet

total capacity

tons. FBT

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. 129053 Port

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Survey 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

not required

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

REPAIRS, OR EXAMINATION AS PER RULE FOR

DAMAGE, SPECIAL SURVEY "A", J.R. LIST & ENDORSEMENTS.

Damage stated to have been caused thro'

① contact with

"BRITISH POWER" 13th June 1950 (Falmouth Report No 11384)

② contact with

jetty at Heysham 18th January 1952 (Barrow Report No 3440)

③ contact with

Islam locks 30th January 1952 (Manchester Report No 14866)

④ grounding

in Ardrossan Harbour 8th February 1952 (Falmouth Report No 11872)

⑤ contact with Eastham locks 3rd October 1953

⑥ unknown cause

⑦ cause not stated

SUMMARY OF DAMAGE REPAIRS :-

Renewed ...
Removed and Faird or Repaired
Faird or Repaired in place

Shell Plates.

Frames.

R. Frames.

Floors and Bracket Floors.

Beams.

Inner Bottom Plates.

Dk. Plates.

Other Items :-

as per Report.

PRESENT CONDITION OF THE

Decks

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

Have the Tanks been tested? Yes

Bulkheads

Ceiling

Cement or Asphalt

Rudder

Steering gear and its connections

Windlass

Have pumps been examined and found

efficient? Yes

Have Sluice Valves been examined and found

efficient? Yes

Have Watertight Doors been examined and

found efficient? Yes

Have Ventilators and their Coamings been

examined and found efficient? Yes

Air and Sounding Pipes

Doubling Plates under Sounding Pipes

Engine Room Skylights

Coal Bunkers, Openings, Covers, &c.

Oil Bunkers

Scuppers

Cargo Hatchways

Hatches

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" at other places

Stringers, Clamps & Shelves

Saling

State if examined

Copper, or Y.M.

(State if on Felt)

When fitted, Month

Year

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Equipment letter

Anchors, No. of

Cables (State if now ranged)

length 300f mean diamr. 2 3/4

" Rule length 300f size 2 3/4

Chain Locker

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."

in efficient condition & eligible to remain as classed with fresh record of drydocking 6.54 & notation s.s. NWC - 6.54.

Survey Fee (per Section 23)

£ 84. - -

Fees applied for,

Special Damage or Repair Fee (if any)

£ 10. 10. -

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Travelling Expenses (if chargeable)

Repairs etc 100 -

Received by me,

Second Surveyor's Fee (if any)

Attend's £ 18 18 -

19

Committee's Minute

TUESDAY 31 AUG 1954

Character Assigned

Amend class to +100A1 Carrying Petroleum in bulk

Note P.W. NWC

Assign 6.54 NWC without spl. cln

Note P.W. NWC

cc. NWC 6.54 + LMC CS 6.54 subject

Note P.W. NWC

SBS 6.54

CERTIFICATE WRITTEN

Lloyd's Register

Classification

Ship

010640-010651-0044 1/4

[16 JUL 1954]

Now DONE :-

Now DONE :-
DAMAGES Nos 1 & 2 :- Specially examined starboard shell plates F8 & G6 & port poop shearstrake plate in view of the very minor character of the indentations the Owners' representative's request to delete same from class of vessel is in my opinion reasonable & merits the favourable consideration of the Committee.

DAMAGE N°3: ~ Specially examined to 3 plate in
3rd strake below sheer (H3) (ps) & deep tank in
way.

REPAIR:~

Portside shell plate HS faired in place

DAMAGE No 4: Specially examined portside bulk
head forward.

REPAIR :-

Free end filar keel bar cropped & part removed,
faired & refitted. shell conn. in way faired in place

DAMAGE No 5:~ Specially examined port side shell plate
K114 & buckled web frame in Engine Room ~ tween
decks in way.

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

ANCHORS.															
Number of Certificate.	Anchors. ^o	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.			
	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]

REPAIR :~

Outside shell plate K₁₄ faired in place
Engine Room web plate cropped & part renewed
web frame cropped & part removed, faired & refitted.

DAMAGE No 6:~ Specially examined starboard shell plates H4
 & H4.0 buckled stringer in No 1 tank in way.

REPAIR:-

Starboard shell plates 440 14 faired in place,

war (supra)

(cont'd)

"WAZIRISTAN"

1 frame fixed in place

strings released at butt, failed in place & butt rewelded

DAMAGE N° 7:- Specially examined portside poop sheer plate
M2 & accommodation spaces in way.

REPAIR :-

Portside poop sheer plate M2 failed in place.
1 frame cropped, part removed, failed refitted.
Portlight renewed.

SPECIAL SURVEY:- Vessel placed in drydock, shell plating & rudder, (lifted) cleaned, examined & recoated. Examined hold, decks, tween decks, casings, engine & boiler spaces, below engines & boilers, chain locker, anchors & cables, fore & after, peaks internally, fore & after, peak spaces, DB tanks (except oil fuel) internally, ^{after} ~~tanned~~ well, oil fuel bunkers & settling tanks internally, forward deep tanks internally, all cargo tanks, ^{deep cofferdams} & pump rooms internally, tween deck fresh water tanks internally, hatchways, covers, closing arrangements, air & sounding pipes, mast, rigging (noweaging), windlass, steering gear, ventilators & closing arrangements, pumps, equipment & boats unified fireboard.

all cargo tanks, DB tanks & cofferdams, deep cofferdams,
deep tanks, oil fuel bunkers & settling tanks, fore & aft
peaks & tween deck fresh water tanks tested.

On examination of lower part of center cargo tanks found center girder in Nos 1, 2, 3, 4, 5 & 6 tanks buckled at ends together with end brackets, inboard bottom longitudinals tripped in several tanks with longitudinal brackets in way buckled, bulkheads vertical stiffeners in way buckled very slightly, several bottom transverses buckled very slightly in vicinity of inboard bottom longitudinal notches.

Kel plating set up locally in vicinity of centre girder.
Kel sights erected, checked periodically & considered
satisfactory.

Sights fitted along top of centre girder & also transversely in No 3 tank before undocking repairs & during undocking & considered satisfactory except that transverse sights showed transverses drooping away from centre girder.

REPAIRS:~ N°1 center tank.

Centre Girder - forward & after bays failed in place.
top bars released, failed, & unriveted.

Centre Girders brackets forward & aft renewed & extended.

Inboard bottom longitudinal (pos) at after end of tank cropped,
part removed, faired & refitted

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"WAZIRISTAN"

longitudinal bracket in way (pos) renewed.
 fore end bulkhead centre line stiffener faired in place.
 after end bulkhead centre line & 1st from centre (pos) stiffeners
 cropped & part removed, faired & refitted.
 after bulkhead faired in place locally.
 bottom transverses (forward (pos)), (middle (s.s)) & (aft (s.s)) faired
 in place.

N° 2 centre tank.

centre girder - forward bay removed, faired & refitted.
 after bay renewed.
 top bars released, faired & riveted.
 centre girder brackets forward & aft renewed & extended.
 forward & after end docking brackets (pos) renewed & extended
 to first longitudinal.
 2 inboard bottom longitudinals (pos) at after end of tank
 cropped & part removed, faired & refitted.
 2 longitudinal brackets in way (pos) renewed.
 after end bulkhead stiffeners at centre & 1st from centre (pos)
 cropped & part removed, faired & refitted.
 stiffeners 2nd from centre (pos) faired in place
 after bulkhead faired in place locally.
 2 bottom transverses (pos) faired in place.

N° 3 centre tank.

centre girder - forward & after bays removed, faired & refitted.
 top bars released, faired & riveted.
 centre girder brackets forward & aft renewed & extended.
 forward & after end docking brackets (pos) renewed & extended
 to first longitudinal.
 inboard bottom longitudinal (pos) at after end of tank
 cropped & part removed, faired & refitted.
 longitudinal bracket in way (pos) renewed.
 after end bulkhead stiffeners at centre & 1st from centre (pos)
 cropped & part removed, faired & refitted.
 after bulkhead faired in place locally.
 forward bottom transverse (pos) faired in place.

N° 4 centre tank.

centre girder - forward & after bays faired in place.
 centre girder brackets forward & aft renewed & extended.
 after end bulkhead stiffener on centre line faired in place.

N° 5 centre tank.

centre girder forward bay faired in place & bracket above renewed.

N° 6 centre tank.

centre girder - forward & after bays faired in place.
 centre girder brackets forward & aft renewed & extended.
 fore end bulkhead stiffener on centre line faired in place.

Keel plating in way of N°s 2 & 3 tanks faired in place locally.

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(cont'd)

"WAZIRISTAN"

In addition to the foregoing repairs vertical webs from centre girder to lower transverse bulkhead stringers fitted in all tanks & centre girder brackets in Nos aft & Nos 7 & 8 forward & aft renewed & extended, an additional docking bracket fitted between bulkhead & original docking bracket forward & aft with diagonal stiffener on opposite side of centre girder in all tanks & an extension plate connecting original docking brackets to first longitudinal from centre throughout tanks (except in Nos 2 & 3 where renewed)

Bottom transverses in Nos 1, 2 & 3 centre tanks fitted with horizontal stiffener, from centre line connection to longitudinal within line of toe of bottom transverse bracket to longitudinal bulkhead along tops of bottom longitudinals.

In No 1 centre tank,

middle transverse bracket to longitudinal bulkhead (ss).

(previously repaired) fitted with stiffener parallel to flange.

No 2 centre tank,

forward transverse bracket (ss) released, realigned & rewelded, after transverse bracket (ss) welding overhauled.

No 5 centre tank,

forward & after transverse brackets (ps) released, realigned & rewelded & bulkhead fracture in way cut out & welded.

On examination of centre cargo tank stringers a number of transverse bulkhead stringer connections to longitudinal bulkheads found fractured at ends (fracture length generally small) with upper stringer bracket to starboard bulkhead in No 2 tank badly distorted, stiffener brackets in way buckled & transverse bulkhead $\frac{2}{3}$ fractured in 2 places in way.

REPAIRS:-

No 1 centre tank,

upper stringer forward (pos), middle stringer forward (s.s.), upper stringer aft (ps) & lower stringer aft (pos).

No 2 centre tank,

upper stringer aft (ps).

No 3 centre tank,

upper stringer aft (ss), lower stringer aft (s.s.)

No 4 centre tank,

upper stringer aft (s.s.).

No 6 centre tank,

lower stringer forward (pos)

No 7 centre tank,

upper stringer forward (ps)

No 8 centre tank,

upper stringer forward (s.s.), lower stringer forward (pos), upper stringer aft (s.s.) & lower stringer aft (ss) all rewelded & in

(supap 6) work.

(cont'd)

"WAZIRISTAN"

N°2 tank upper stinger starboard bracket to bulkhead renewed together with 2 stiffener brackets, 2 bulkhead fractures in way cut out & welded & doubling plate fitted.

The Owners' representative requested that existing washplate bulkheads between N°3 forward & aft & N°6 forward & aft wing tanks (pts) be made tight in accordance with approved plan & present plating.

Openings plated over, reverses fitted to bulkhead stiffeners, additional stiffener fitted at wings, stinger area increased by additional face plating, intercostal stiffening fitted between stiffeners between & stingers etc., stinger connection riveting renewed & wing plate of N°3 tank washplate (s.s.) (fractured between lower stinger & bilge clear of shell welding) plate renewed as necessary.

Tanks renumbered 1 to 8 (originally 1 to 6 aft).

Bulkheads tested & found tight but it has been suggested to the Owners' representatives that in view of the lightness of the plating N°5 3 & 4 & N°5 7 & 8 wing tanks should be loaded or remain empty together to obviate pressure on these bulkheads.

Cargo suction, vapour pipes etc., fitted to N°5 3 & 7 wing tanks

On examination of wing cargo tanks found various defects in way of stingers - stinger connection to bulkhead, riveting started & welded connections fractured (generally small lengths), stingers fractured at intersection with stinger brackets adjacent to face plating i.e. -

Longtl Bhd or Shell

stinger stiffener brackets fractured (through throat & along line of stiffener connection) with several defects in welding of stingers to longitudinal bulkheads.

REPAIRS:-

N°1 tank port,

upper stinger inboard - 3 after bays rewelded to bulkhead.

1 bracket renewed

over stinger - on F&A bulkhead - mid length - fracture cut out bulkhead welded & doubling fitted (in centre tank)

N°1 tank starboard,

upper stinger inboard - 3 after bays rewelded to bulkhead.

4 tripping brackets renewed

over stinger inboard - forward stinger bracket to stinger butt rewelded as necessary

shell - after stinger bracket to stinger butt

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(contd)

"WAZIRISTAN"

rewelded as necessary

2 tripping brackets renewed

F&A bulkhead - mid length - fracture cut out, bulkhead welded & doubling fitted (in centre tank).

No 2 tank port,

upper stinger - inboard & shell - wasted & fractured small tripping brackets renewed

inboard - forward stinger bracket connection to bulkhead cut away & T bar connection fitted

lower stinger inboard - wasted & fractured small tripping brackets renewed.

welding on larger brackets made good.

forward stinger bracket connection to bulkhead cut away & T bar connection fitted.

F&A bulkhead in way at fore end of stinger - fracture cut out, bulkhead welded & doubling fitted (centre tank)

No 2 tank starboard,

upper stinger shell - fore end stinger bracket to bulkhead - minor fracture cut out & connection rewelded.

lower stinger inboard - tripping brackets renewed (fractured)

inboard & shell - fore end stinger bracket to bulkhead - welding overhauled.

F&A bulkhead in way upper stinger - fore end fracture cut out, welded & doubling fitted (in centre tank)

F&A bulkhead in way lower stinger - 5 fractures cut out at fore end, welded & long doubling fitted (in centre tank)

No 3 tank port,

Forward bulkhead fractured in 2 places in way of upper stinger bracket, fractures cut out, welded & doubling fitted with local bracket extension piece

lower stinger inboard - 1 tripping bracket renewed

fore end stinger bracket doubling to bulkhead rewelded as (necessary)

F&A bulkhead in way upper & lower stingers at after end - fracture cut out & bulkhead welded (in way new extension brackets)

No 3 tank starboard,

upper stinger inboard - 1 tripping bracket rewelded

forward stinger bracket bulkhead connection riveted as (necessary)

shell - 2 tripping brackets rewelded

lower stinger inboard - 4 bays rewelded to bulkhead

3 tripping brackets rewelded

shell - 2 bays stinger, released, fixed in place & rewelded
1 bracket in way renewed

F&A bulkhead in way upper stinger at after end - fracture cut out & bulkhead welded (in way new extension bracket) & at fore end -

2 fractures cut out, welded & long doubling fitted (includes 2 previous local doublings now dispensed with) (in centre tank)

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Port of **NEWCASTLE-ON-TYNE.**Continuation of Report No. 111557. dated 6th July, 1954 on the

(contd)

"WAZIRISTAN"**N° 4 tank port (ex 3rd aft)**

Forward bulkhead fractured in way upper stringer connection fracture cut out, welded & bracket connection part renewed, fracture in way of lower stringer cut out, welded & local doubling renewed & extended

lower stringer-shell - stringer fractured at face flat corner of bracket intersection forward & aft - rewelded

F&A bulkhead in way upper stringer at fore end - fracture cut out, welded & doubling fitted (in centre tank)

N° 4 tank starboard (ex 3rd aft),

Forward bulkhead fracture in way of upper stringer connection fracture cut out, welded & bracket connection part renewed fracture in way of lower stringer cut out, welded & local doubling renewed & extended

N° 5 tank port (ex 4)

upper stringer inboard - 2 bays stringer released, faired in place & after stringer bracket bulkhead connection riveted as (necessary) shell - 2 bays stringer released, faired in place & rewelded

2 tripping brackets in way renewed

1 tripping bracket renewed & 1 rewelded

lower stringer inboard - 5 fractured tripping brackets renewed shell - after stringer bracket connection to bulkhead cut away & T bar connection fitted

forward stringer bracket connection to bulkhead - welding overhauled

stringer plate fractured locally in way frame notch - cut out & plate welded.

3 tripping brackets renewed

F&A bulkhead in way lower stringer at after end - fracture cut out, welded & doubling fitted (in centre tank) & some local bulkhead grooving built up electrically.

N° 5 tank starboard (ex 4).

upper stringer inboard - forward stringer bracket to stringer fractured adjacent to face plate - rewelded.

shell - after stringer bracket bulkhead connection - riveted as (necessary)

lower stringer inboard - 1 tripping bracket renewed, 5 rewelded

3 bays welded to bulkhead

F&A bulkhead in way upper stringer at after end - fracture cut out, welded & doubling fitted, doubling fitted in way grooving (centre tank)

F&A bulkhead in way lower stringer at fore end - fracture cut out, welded & doubling fitted (centre tank).

N° 6 tank port (ex 5)

upper stringer inboard - after stringer bracket bulkhead connection - riveted as necessary.

forward stringer bracket to stringer fractured - rewelded.

1 tripping bracket renewed, 2 rewelded & 2 bays welded to bulkhead.

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"WAZIRISTAN"

shell - after stringer bracket bulkhead connection
riveted as necessary

forward stringer bracket to stringer fractured - rewelded
forward stringer bracket to transverse stringer fractured -
cropped & part renewed.

3 tripping brackets rewelded

lower stringer inboard - after stringer bracket connection to
bulkhead cut away & T bar connection fitted

shell - after stringer bracket connection to bulkhead
cut away & T bar connection fitted

forward stringer bracket to transverse stringer fractured -
cropped & part renewed.

F&A bulkhead in way upper stringer at after end - fracture cut out,
welded & doubling fitted (center tank)

F&A bulkhead in way lower stringer at fore end - fracture cut
out, welded & doubling fitted (in center tank)

No 6 tank starboard (ex 5)

Forward bulkhead fractured below lower stringer - fracture
cut out, welded & doubling fitted & local bracket extension
piece fitted from ^{lower} shell stringer bracket to bulkhead on fore
side of bulkhead.

upper stringer inboard - after stringer bracket connection to
bulkhead cut off & T bar connection fitted.

forward stringer bracket to stringer fractured rewelded

6 tripping brackets rewelded

shell - after stringer bracket connection to bulkhead -
riveted as necessary.

forward stringer bracket to transverse stringer fractured -
rewelded

lower stringer inboard - after stringer bracket bulkhead connection
cut away & T bar connection fitted.

1 tripping bracket renewed & 1 rewelded

shell - 2 tripping brackets rewelded

F&A bulkhead in way of upper stringer forward oaft - fracture
cut out, welded & 3 doublings fitted.

No 7 tank starboard (ex 6 fore)

upper stringer inboard - 2 bays stringer released, faired in place & ^{rewelded}
after strut bracket released, faired in place & rewelded.

shell - 4 bays stringer released, faired in place & rewelded

4 tripping brackets in way renewed

after strut bracket released, faired in place & rewelded

lower stringer shell - both strut brackets released, faired in
place & rewelded

No 8 tank port (ex 6 aft)

lower stringer - after bulkhead fracture cut out, welded & local
doubling fitted.

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Port of NEWCASTLE-ON-TYNE.

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(could) "WAZIRISTAN"

No 8 tank starboard (ex 6 aft).

lower stringer - after bulkhead fracture cut out, welded & local doubling fitted.

1 bracket below fore end stringer rewelded.

Pump Room starboard

3 horizontal brackets released, realigned & rewelded. welding on stringers throughout cargo tanks overhauled & made good.

Cargo lines overhauled, glands repacked & local lengths of piping renewed.

Heating coils wasted & fractured - a considerable amount of piping repaired & renewed.

wing tank structure reinforced by fitting diagonal struts from inboard corners to outboard ends of cross ties at both stringer levels throughout cargo tanks at this time together with additional bracketing & collaring, all as per approved plan.

In centre tanks transverse stringer brackets to longitudinal bulkhead fitted with local bracket extension pieces throughout cargo tanks.

Rudder removed, lower gudgeon cleaned out, lines fitted & bush renewed (Tuffnol), stuffing box removed ashore, machined & replaced with bush renewed (Tuffnol) & rudder refitted.

Odd caulking on bottom & after midshell made good

E.R. holding down bolts overhauled & hardened up, tank top fittings built up electrically & redundant strut in tank top welded.

Boiler Room floor riveting overhauled

Starboard inboard settling tank, after bulkhead fractured in line with E.R. flat - fracture cut out & plating welded

Starboard outboard settling tank fittings built up electrically for hold tank top - defective welding to after bulkhead (ps) made good. Windlass & steering gear overhauled.

Anchor shackles pins made good.

Fore peak air pipe part renewed & gland repacked

Boat deck part uncaked, lifeboats overhauled.

Ullage plugs removed from bridge space & refitted in hatch lids.

A renewal foreboard survey carried out on number of items dealt with & all minor voyage repairs effected.

S.R. LIST:-

After tank leakages, set in shell plates H3, K14(ps), J & K 4(ss) & repairs to centre girder etc all dealt with in a satisfactory manner & it is submitted that these items may be deleted from the S.R. list.

ENDORSEMENTS:-

For shell plates F8 & G6(ss) & poop sheer strake (ps) see Damages Nos 1 & 2. It is submitted that these items may be deleted from list of Endorsements.