

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 31 December 1955 When handed in at Local Office 1955 Port of London

No. in Reg. Book 32671 Survey held at Marseille Date, First Survey 10 December 1955 Last Survey 8 December 1955

on the Wood, Iron or Steel single screw Trawler "WINAMAC" ex "Moshup" 50

TONNAGE: Built at Sparrows Line By whom Bethlehem Steel Co When 1939 MONTH 6mo

GROSS 10,222 Owners Brilliant Transportation Co SA Owners' Address ✓

UNDER DK ✓ Managers ✓ Port belonging to PANAMA

NET 6,181 Surveyed Afloat or in Dry Dock? both Name of Dock at floating Dock Destined Voyage International

Cell D Bor D Ba ✓ 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. 2094 Port ADN

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER: 100 A1 Machinery and Boiler Surveys (Including date of N.B., if any).

SS 8/51 N-16 LMC
Docking 10/50 N 8/51
Carrying Petroleum in Bulk. WT 10/51
CE 9/50

Periodical Surveys, when held, must be reported in detail and seriatim 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 replacements 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 date and initials of any letters respecting this case: 20-10-55 (New York office) 19-11-55 (Lloyd's)

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. Services offered

Was a damage report made by anyone else? if so, by whom? no

REPAIRS, OR EXAMINATION AS PER RULE FOR CONDITION, PART SPECIAL SURVEY, WEAR, TEAR AND DAMAGE REPAIRS

NOW DONE:
(1) for CONDITION: Ship placed on floating dock. Shell plating, stern frame and rudder cleaned, examined and coated. Ship undocked: 10 December 1955

EXAMINED: Weather decks, hatchways with their closing appliances, ventilators and other deck openings, casings and superstructure bulkheads with their closing appliances, windlads, general equipment
General load line survey not carried out.

REPAIRS: 5 mho cargo hatch steel covers renewed (Rpt C11d forwarded as required)

(2) for PERIODICAL SPECIAL SURVEY (D): Due 8-55. Ship 16 years old.
Survey partly held the Owner's having applied for deferment until August 1956

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	2 (part)	✓	✓	✓	✓	✓	✓	P.T.O.
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	✓
Fair'd or Repaired in place	6	✓	✓	✓	✓	✓	1	✓

PRESENT CONDITION OF THE		Efficient		Efficient		good		good	
Decks	efficient	Bulkheads	efficient	Engine Room Skylights	good	Copper, or Y.M.	✓	When fitted, Month	Year
Caulking of Decks	efficient	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	good	Boats	good		
Coamings	efficient	Cement or Asphalt	✓	Oil Bunkers	good	Mast, Yards, &c.	good		
Beams & Fastenings	efficient	Rudder	good	Scuppers	good	Condition now ascertained	good		
Outside Plating	efficient	Steering gear and its connections	good	Cargo Hatchways	good	(State if wedges removed)	✓		
" " in way of sidelights	efficient	Windlass	good	Hatches	✓	Equipment letter	ft		
Frames	efficient	Have pumps been examined and found efficient?	yes	Planking	✓	Anchors, No. of	3 bows 1 stream		
Reverse Frames	efficient	Have Sluice Valves been examined and found efficient?	yes	Caulking	✓	Cables (State if now ranged)	yes 5/8		
Longitudinals	efficient	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓	" length 300/400 mean diam.	2 5/8		
Transverses	efficient	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stems	✓	" Rule length 300/400 size	2 5/8		
Floors	efficient	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	✓	Chain Locker	good		
Keelsons	efficient	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓	Hawsers & Warps	stated complete		
Stringers	efficient			" " at other places	✓	Standing and Running Rigging	see rigging		
Inner Bottom Plating	Part			Stringers, Clamps & Shelves	✓	Sails	✓ Rights herewith		
Have the Tanks been examined internally	Part			Salting	✓				
Have the Tanks been tested?	no			State, if examined					

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 ship, so far as was surveyed, is in efficient condition and eligible, in my opinion to be continued as classed in the Register Book and to have the record of Docking date 11-55, and the notation of Special Survey (D) with port and date, when the survey and repairs now deferred have been completed, but not later than August 1956.

Survey Fee (per Section 23)	To	128480-	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 23)	To	24000-	19.12.1955
Traveling Expenses (if chargeable)	To	5400.	Received by me,
2 Sundays & 2 boat attendants	To	17.000	2nd 83416.
Second Surveyor's Fee (if any)	To	8536	
Call plans	To		
Committee's Minute	To		

Character Assigned Deferred for op 55 (by 8.56)
Assign 11.55 MSL, without spl. chn (in)
(with endorsement (in))
to be kept (H) after class sps 12.55
35 12.55

MADE AND PRINTED AT THE REGISTER BOOK OFFICE, LONDON

Is Certificate required? If so, to be sent to

011823-011825-0079 1/2



Now Done (Cont.)

(2) For PERIODICAL SPECIAL SURVEY (D) Cont.

In addition to the above (1) the following have been dealt with:

EXAMINED: Dry cargo hold, Chain locker, Boatroom stores, fore-castle space, Bridge side amidships (sidelights), poop accommodation spaces, Steering gear space, Boiler and Engine Room spaces (under engine), On-board scufflers and discharge pipes, Cargo suction pipes, Struts, (struts renewed as necessary) Decks with machinery and other fittings

EXAMINED INTERNALLY AND TESTED: fore and after peak tanks; no 1 and no 2 port side cargo tanks.

EXAMINED INTERNALLY (NOT TESTED): no 1 centre and no 1 mid cargo tanks, no 5 port, centre and starboard and no 8 port centre and starboard cargo tanks. The port and starboard fore oil fuel deep tanks, the port and starboard oil fuel bunkers, the (port and starboard) forward cofferdams, the (port and starboard) after cofferdams.

REPAIRS, WEAR AND TEAR:

NOW DONE: Longitudinal hullhead plating partly renewed between no 1 centre and no 1 port side and between no 8 centre and no 8 starboard cargo tanks (approx 1500 sq. feet). Fresh rivets fitted in longitudinal and transverse (free type) hullheads in worn places (approx 50 rivets). A number of cracks in hullheads and internals stopped by drilling and electrically welded.

DEFERRED: As a result of the drillings made in the bottom, side and deck plating (see drilling sheets and plans) and also in framing and forward bulkheads.

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

ANCHORS.

Table with columns: 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.

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

CHAIN CABLES.

Table with columns: 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.

hullheads (transverse and longitudinal) the renewal of approximately 50% of the hullheads 95% of the webframes and the drilling of deck and bottom strakes of shell plating was recommended but these extensive repairs were deferred until August 1956 (see London cables 24-11-55) Conditions of class: Dry docking (grounding) no damage found. No 8 centre tank hullhead (ss) No 1 port main tank (p.s.) hullhead also brackets in after cofferdams and weep in pump room aft hullhead efficiently dealt with at this time.

See Continuation sheet Rpt. 9a

Tanker WINAMAC (ex-Mobilube) 10,222 tons gross of PANAMA.

REPAIRS, DAMAGE:

NOW DONE (1) for Damage, date and cause unknown, to forward port side plating.

(1) Whilst fairly in face the stringer plate and sheer strake plate in way of the no 1 port side aft transverse bulkhead a crack was found on the 29.11.55 and attributed to local heating. The whole of the heated part of the sheer strake was cut out for approximately 15 feet in length and the whole width of the plate and renewed. The crack in the stringer plate (approx. 4 foot in length) was stopped by drilling, weep open and electrically welded. The no 1 & 2 port side tanks were tested on completion of repair as stated above.

(2) for Damage, date and cause unknown, to side plating in side amidships indicated between frames in the 1st & 2nd strakes of shell plating below sheer strake in way of no 3 and 4 cargo tanks. All the rivets have been laid in place using string bolls and studs.

(3) for Damage to stem and adjacent plating in way of 3rd strake of shell plating below sheer strake in fore peak tank or port side stem for rivets and riveted plate partly renewed. Fore peak tank tested on completion of repair as above stated.

TO COMPLETE SPECIAL SURVEY:

- (1) to be Examined: Cargo Tanks no 2, 3, 4, 6 and 7 port, Centre and Starboard. (2) to be Tested: the port and starboard oil fuel deep tanks, the port and starboard oil fuel bunkers the forward and aft cofferdams All cargo tanks on completion of deferred repairs (see below)

REPAIRS DEFERRED:

- (1) Both the longitudinal and all the transverse hullheads also the webframes in the Cargo Tanks to be partly renewed (see above) (2) Compensating material to be added to main deck and also at bottom (doubling to be fitted)

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much clamped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

FRIDAY 4 MAY 1956

No extensions beyond year 1956

