

COPY



SYDNEY. N.S.W.

3rd. March 1943.

A. J. McCOWAN and Jas. C. ERSKINE,

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The Owners Agents, Messrs. Vacuum Oil Co. Pty. Ltd., attend upon the Steel Screw Tanker "MOBILUBE" 10222 tons gross, of New York, for the purpose of making a further examination of the damage referred to in Lloyd's Sydney, N.S.W. Surveyor's Damage Report dated 2nd February 1943.

In order that a more complete examination of the damage could be made and to permit the removal of the electric motors and appliances from the engine room, the vessel was tipped and at this date the draughts are approximately 41' 6" forward and 1' 6" aft.

Upon further examination found:- The vessel holed on the port side at the aft end of the engine room, this hole extends for a length of about 36 feet, and from the inner bottom plating to above the lower deck on which the boilers and store rooms are situated. Nos. 2 and 3 double bottom tanks at the after end of the engine room are damaged, in No. 2 tank the damage appears to extend to the keel and the floors are badly distorted. There are three double bottom tanks in the length of the engine room, and No.1 tank, also the after peak tank, do not appear to be damaged.

*W.C.
J.C.E.*



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maker "MOBILUES" continued.

On the Starboard Side, the shell plating is damaged as follows:-
third strake below sheer strake fourth plate from aft, one hole
about nine inches in diameter. In 4th strake below sheer strake
1 plate from aft. a rectangular hole about 5'0" by 3'0". In way of
seam between the 5th and 6th strakes below sheer strake in 2nd
1 3rd plates respectively from aft, a ragged hole about 4'0" by
9". In 5th strake below sheer strake, 3rd plate from aft, a hole
about 9 inches in diameter. On the port side the lower deck on
which the boilers are placed has been lifted bodily, and the plating,
beams, girders and pillars will probably require to be completely
renewed.

A large quantity of damaged material comprising portions of the
shell plating and frames, pumps, pipes and fittings have now been
removed from the vessel. These have not yet been opened out for
detailed examination, but a number of valves and fittings appear to be
fit for future use, and the water ends of the three main feed pumps
do not appear to be seriously damaged. The pumps which appear to require
repair are:-

sanitary pumps, one bilge pump, one main feed pump, one general
service pump, the drinking water pump, one wash deck pump, one
generator feed pump, and the fuel oil pumping units.

The three turbines for driving the generators have been opened and
examined and appear to be in good condition and to require cleaning

The main high pressure turbine has been opened out, and rotor lifted
and appears to be undamaged. Portion only of the Low Pressure Turbine
of the gearing has been examined as the gear wheel has not been
removed. As far as seen, this is undamaged except for slight corrosion
from salt water, and minor damage to the external portions of the
case at the after end.

No further examination of the boilers has been made.



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er "MOBILUBE" (continued)

The main switchboards and their fittings, the dynamos and a number of electric motors have been removed for cleaning examination, except in the cases of the motors for the small referred to as being badly damaged; the motors in the engine room and the three dynamos will require to be rewound only.

W. H. E. M. W.
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