

**COPY**



SYDNEY, N.S.W.

2nd February, 1943.

PRELIMINARY REPORT.

A. J. MCCOWAN

the Owners' Agents, Messrs. Vacuum Oil Co. Pty. Ltd. attend upon the Oil Tanker "MORILLUBER", 10,222 ton gross, of New York, afloat at anchorage Sydney Harbour on the 23rd ultimo, and subsequently, for the purpose of making an examination of the vessel for damage, stated to have been caused by enemy action on the 18th January, shortly after leaving Sydney on the voyage to a U.S.A. port, and which necessitated towing the vessel back to this port.

On examination found:- The vessel badly holed on the port side in way of the engine room, which was flooded to a height of about eighteen inches above the platform deck of electrical installation on port side and workshop on starboard side. The vessel was then drawing approximately 10 ft. forward and 26 ft. 9 ins. aft, and the full extent of the damage could not be seen, although it was evident that the machinery and port boiler were badly damaged by explosion.

The services of a Diver were obtained, and from the report of his underwater examination it would appear that the port side structure in way of engine room was blown in and



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badly damaged from Frame No.9 to Frame No.34, the shell plating being holed or damaged from the second strake above keel to the first strake below sheerstrake, but so far as could be seen, the keel, sternframe and rudder were not seriously affected.

As recommended, fuel from oil bunkers was discharged and the water ballast in No.6 cargo tank pumped into No.1 cargo tank with a view to tipping the vessel as far as possible for further examination afloat. The small turbo-driven drain pump being used for this purpose and steam supplied from a tug boat alongside.

A further examination made of the vessel on the 29th ultimo in company with representatives of the Owners, Underwriters and other interested parties.

The vessel at that time was tipped as far as practicable and the propeller boss above water to the underside of its shaft. The tail shaft, with propeller intact, was found forced back, and its after end resting against the forward edge of the stream-line rudder blade.

So far as could be seen from the examination above water line, in conjunction with the Diver's report, it would appear that the following damage had been sustained:-

The shell plating frames etc. on the port side in way of engine room holed, torn or badly buckled over the area detailed in the Diver's report, and, in addition, there were smaller holes in the starboard side shell plating at and above the present waterline.

The whole of the machinery and electrical installation damaged by submersion. Two intermediate shafts badly bent and torn from their pedestal bearings. The coupling bolts of the forward shaft being sheared at their connection to main gear wheel shaft. The turbines and gearing appeared to be disturbed at their seatings, and must be assumed damaged - the full extent of which cannot be ascertained without dismantling.

The port boiler with its casings and fittings badly damaged



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with the exception of the top drum which appears to be intact. The starboard boiler showed no signs of serious damage, but a thorough examination could not be made at the time.

Pipework and fittings in engine room completely wrecked and all underwater auxiliaries must be assumed badly damaged either by explosion or submersion.

The whole of the electrical installation including the three auxiliary generators, motor generators, motors, wiring and switchboards in engine room and the motors etc. for the electro-hydraulic steering gear in after compartment appeared to be damaged by submersion and minor damage to their casings etc. by explosion.

The pump room forward of the engine room is intact and appears to have sustained no damage, but the main cargo pumps are inoperative as their driving motors are under water in the engine room.

In way of accommodation spaces aft, the deck on port side passageway is torn and displaced by a stanchion which was forced up through it, and in addition, there are numerous items of smaller damage to furnishings and fittings in accommodation spaces.

PERMANENT REPAIRS:- To effect permanent repairs it will be necessary for the vessel to be dry docked for further examination.

The hull structure in way of engine room will require to be renewed on the port side as originally and repairs to starboard side as may be found necessary.

The whole of the machinery and boilers will require to be removed for further examination and repairs or renewals. The electrical installation will require to be dismantled, overhauled and reconditioned. Present indications are that motors and generators will require to be rewound.

As no dry dock will be available at this port for at



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least two months it is estimated that these repairs will take from six to nine months, provided the dismantling of machinery and electrical installation is carried out afloat before dry docking, and all repairs and renewals to machinery and electrical equipment are completed and ready for installation by the time the hull repairs are effected in dry dock.

TEMPORARY REPAIRS:- If it is desired to tow the vessel to another port, the following work will require to be carried out:-

The damaged shell plating port side aft abreast engine room to be doubled and additional stiffening fitted, to prevent working or further damage at this part. These repairs can be effected afloat, and the amount of additional stiffening at this part will be determined by the contemplated voyage.

The rudder will require to be made workable, and it is considered that the best method of freeing it would be to cut the tail shaft outside the stern bush, and place the propeller intact on board the vessel.

In addition to the above, provision will require to be made for lighting, pumping, steering and galley arrangements for skeleton crew.

A small generating set could be procured for lighting, and a donkey boiler suitable for operating the steam turbo-driven pump on board, and coal stove fitted for galley. The hydraulic steering gear could be operated by hand, or its motors re-conditioned to operate by power.

RECOMMENDED:- Pending decisions regarding permanent or temporary repairs, it is recommended that the work of dismantling and re-conditioning the electrical installation, all accessible equipment and fittings etc., should be effected without delay, in order to prevent further damage by action of oil and salt water.

The foregoing is only a preliminary report based on a



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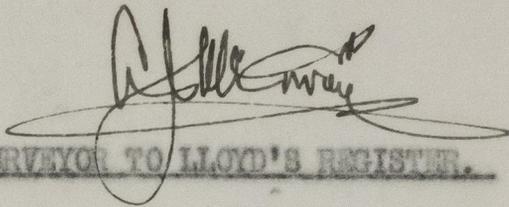
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general examination as far as could be seen of the vessel in her present condition.

  
SURVEYOR TO LLOYD'S REGISTER.



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