

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 17th Dec. 43 When handed in at Local Office 17th Dec. 43

Port of Baltimore, Maryland

WRECK SECTION

No. in Survey held at Baltimore, Maryland

Date, First Survey Sept. 17th, Last Survey Oct. 25th 1943

Reg. Book. 25125 on the ~~Wood, Iron or Steel~~ M. V. "GRENA"

(No. of Visits 23)

TONNAGE:— Built at Gothenburg By whom Gotaverken A/B When YEAR 1934 MONTH 12

GROSS 8117 Owners A/S J. Ludwig Mowinckels Rederi Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 7462 Managers - Port belonging to Bergen

NET 4891

Surveyed Afloat or in Dry Dock? Drydock Name of Dock Maryland Drydock Co. Destined Voyage -

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT 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. 8267 Port Mel.

CHARACTER. * For Special Survey. Date of last Survey and at Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
* 100 A1 7,42	* LMC 8,39
ssGot.No.1-39	* LMC (M) 10,41
	DBS 12,41
	TS CL 3,41
Carrying Petroleum in bulk	

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

Society's Freeboard (if assigned) as painted on Ship and now verified } 8 1 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Drydocking, S.S. No.2, Renewal Load Line and Damage Repairs.

The vessel placed on drydock, the bottom and rudder cleaned, examined and coated.

Done for damage stated to have been sustained by collision with jetty at Haifa on November 4th, 1942:- Shell plate F 1 from forward, s.s., removed, faired and replaced, shell plate F 3 and the upper landing of E 1 faired in place. Shell plate F 1 port side faired in place and a number of started and loose internal rivets in way renewed.

Done for damage stated to have been sustained by collision with S.S. "EMPIRE BUFFALO" in Barton Lock, Manchester Canal on October 17th, 1941:- Minor indents in sheerstrake plating in way Nos. 1 and 3 port cargo tanks faired in place. Shell plates F 6 and G 5 from forward p.s. removed, faired and replaced, forward bunker bulkhead faired and odd rivets in boundary angle renewed.

Done for damage date and cause unknown:- Shell plate G 1 from aft, starboard side, faired in place.

Done for damage stated to have been sustained when vessel grounded leaving Beirut Harbour on Nov. 13th 1942 with a

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	Two one pt.	-	-	-	-	-	-	Three bulkhead plates.
Removed and Faired or Repaired	Seven	-	-	-	-	-	-	
Faired or Repaired in place	Six	-	-	-	-	-	-	

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Fest.)	-
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	- Year -
Coamings	"	Cement or Asphalt	-	Oil Bunkers	Good	Boats	Good
Beams & Fastenings	"	Rudder	Good	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained Exam. Rpt. Att. (State if wedges removed.)	
" " in way of sidelights	Good	Windlass	"	Hatches	"	Equipment letter	cf
Frames	"	Have pumps been examined and found efficient?	Yes	Planking	-	Anchors, No. of	3 B 1 S
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Caulking	-	Cables (State if now ranged)	Yes
Longitudinals	"	Have Watertight Doors been examined and found efficient?	-	Treenails	-	" length 300 fms. mean diamr. 2 3/8" (on board)	
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	-	" Rule length 300 fms. size 2 7/16"	
Floors	"	Air and Sounding Pipes	"	Transoms, Pointers & Crutches	-	Chain Locker	Good
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	-	Hawsers & Warps	"
Stringers	"			" " at other places	-	Standing and Running Rigging	Good
Inner Bottom Plating	"			Stringers, Clamps & Shelves	-	Sails	-
Have the Tanks been examined internally?	Yes			Salting (State if examined.)	-		
Have the Tanks been tested?	Yes						

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."

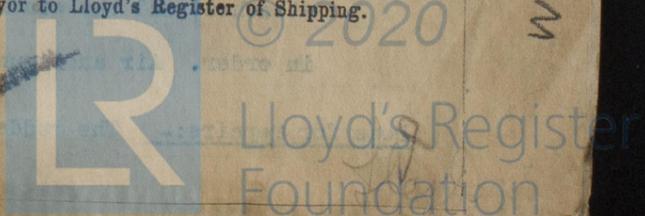
This vessel so far as now seen is in good and efficient condition and eligible in my opinion to be continued as now classed with fresh record of survey 10,43 and Notation of S.S. No. 2 - 43 subject to the stern frame rudder post at the 19' 6" to 20' 6" marks and at the solepiece being specially examined at the next periodical drydocking.

Survey Fee (per Section 29) S.S. No. 2	£ 285.00	Fees applied for, 17th Dec. 43	
Special Damage or Repair Fee (if any) (per Sec. 29) Dmge.	£ 350.00	Received by me,	
Alterations	£ 150.00		
Travelling Expenses (if chargeable)	£ 26.75		
Sun. Fee	£ 10.00		
Second Surveyor's Fee (if any)	£		

Committee's Minute

NEW YORK DEC 22 1943

Character Assigned 10, 43 BAL. subject.
 S. S. BAL. NO. 2-43 + LMC-10, 43.
 D. B. S. 10, 43. T. S. 10, 43.
 EXCEPT- RUDDERPOST STERN FRAME SOLEPIECE.



In Certificate required? If so, to be sent to

W1188-0168 1/2

12 JAN 1944

M. V. "GRENA"

Hull Cont'd.

cargo of petroleum in bulk:- Shell plate B 2 from aft p.s. renewed. Adjacent plate B 3 cropped approximately four feet forward of after landing, the after section renewed and butt welded where cropped. Shell plates A 3 and A 4 removed, faired and replaced. No. 4 keel plate from aft removed, faired and replaced.

Done for damage stated to have been sustained by striking a submerged obstruction and grounding when entering Tripoli harbour on Feb. 21st 1943 with a cargo of petroleum in bulk:- The No. 1 keel plate from forward renewed and shell plate A 2 port side removed, faired and replaced.

Done for damage stated to have been sustained by stress of weather on June 9th to 14th 1942 whilst on a voyage from Abadan to Australia with a cargo of petroleum in bulk: Cement box over shell plating in after peak, s.s. in way of upper stringer bar removed and a number of defective shell rivets renewed. Cement box over bulkhead boundary bar between forward pumproom and deep tank removed and a number of defective rivets cut out and renewed.

Done for damage stated to have been sustained by stress of weather on May 7th to 18th 1943 whilst on a voyage from Melbourne to San Pedro, California in ballast:- Fractured bulkhead plating between Nos. 1 and 2 centre cargo tanks from forward cut out, the centre strake renewed for the full width. A number of minor leaks in longitudinal bulkhead between No. 4 centre and 2 port and starboard side tanks caulked and welded. The rudder lifted, gudgeon bushes renewed, pintles reconditioned and all placed in order.

The above damage repairs all tested upon completion to Rule requirements and proven tight.

Done for S.S. No. 2:- The bottom plating examined and tested on drydock, the forepeak, chain dry cargo hold locker, cofferdams, deep tanks, port and starboard fuel oil tanks, all main cargo tanks, pumprooms, engine room double bottom lubricating oil and fresh water tanks and cofferdams

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 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, When and where tested and Superintendent.

and the after peak examined internally and tested to Rule requirements and found or placed in order. Suction bells in main cargo tanks removed for examination of shell plating in way, the shell plating found good and the suction bells replaced. The forepeak, poop, after peak and machinery spaces, the accommodation, the plating under the sidelights, decks, hatches, ventilators and coamings all examined throughout and found or placed in order. The anchors and cables ranged, examined and checked. Masts and rigging examined (Rpt. attached) and the windlass and steering engines and all gear opened up examined and placed in order. Air and sounding pipes examined and Freeboard markings verified.

Done for repairs:- The rudder removed, alignment of gudgeons checked and found in order, the

(P.T.O.)

M. V. "GRENA"

Hull Cont'd.

stern frame carefully examined, the fractured and badly fused sections of rudder post plating between 19' 6" and 20' 6" marks cut out (see sketch) new sections of plate cut to fit and electrically welded in place. A number of minor fractures in rudder post at the root of gudgeons cut out

and electrically welded. The welding on stern frame solepiece cut out for examination, the solepiece built up by electric welding and reinforcing bars of 1 1/2" x 4" section fitted and electrically welded port and starboard sides of the solepiece for the full length, the alignment of the gudgeons again checked upon completion of repairs and found good. The rudder replaced, tried out and found satisfactory. All hatch covers reconditioned and packing renewed. Steering engine crankshaft journals and thrust collars machined true, new main and thrust bearings fitted. Other minor repairs carried out.

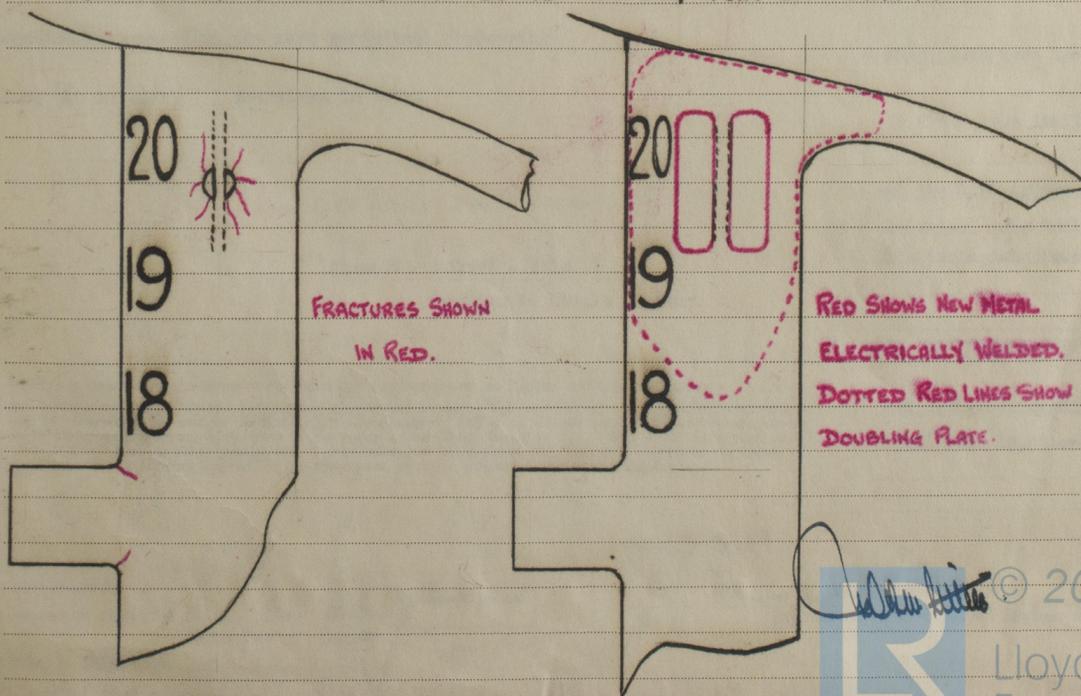
Done for alterations:- A new boat deck of sound construction installed port and starboard side of amidship accommodation.

A new light cargo deck constructed above freeboard deck between poop and bridge and bridge and forecastle port and starboard sides of centre gangway. The new deck of good construction and in accordance with B.M.W.T. instructions.

S. R. List:- Indented keel plate No. 4 from aft and bottom plating and plates A 3 and 4 and B 3 (P.S.). Rudder post of stern frame (E.W. 6,36; reinforced 1-37; rewelded 6,40; E.W. 10,41 and 7,42 at 20 - 21 ft. draught mark (s.s.) and solepiece (s.s.) E.W. reinforced 10,41 specially to examine next docking. Permanent repairs to sheerstrake slightly indented forward in way No. 1 cargo tank and amidship in way No. 3 cargo tank at Owners' convenience and to forward bunker bulkhead (P.S.) next docking. Indented No. 1 plate 3rd strake below sheer (p & s) and etc. Drydocking and repairs (grounding).

Now Done:- Indented keel plate No. 4 from aft, bottom plating and plates A 3 and 4 and B 3 (p.s.) now dealt with. Rudder post of stern frame now further repaired as stated. Solepiece of stern frame further reinforced. The sheerstrake plating forward in way No. 1 cargo tank, amidship in way No. 3 cargo tank and forward bunker bulkhead (P.S.) now dealt with. Indented No. 1 plate 3rd strake below sheer (p & s) now dealt with.

RUDDER POST OF STERN FRAME- STARB. SIDE ONLY - PORT SIDE SIMILAR.



W1188-0168 2/2



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.