

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30 Dec 1941

When handed in at Local Office 30 Dec 1941

Port of Southampton

WRECK SECTION

No. in
Reg. Book.

Survey held at

Southampton

Date, First Survey 4th Dec 1941Last Survey 12th Dec 1941

No. 214

25400

TONNAGE—

GROSS 5548

UNDER DK. 4713

NET 3367

Built at

Sunderland

By whom

Sir J. Laing & Sons Ltd

When 1919

Owners

British Mexican Petroleum Co. Owners' Address

Managers

R. A. Carder

Port belonging to London

Surveyed Afloat or in Dry Dock?

Afloat

Name of Dock

H. A. A. Dock

Destined Voyage

Bell D Bord Ba

feet; u&B

feet; f

feet

Total capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 17918. Port Sov.

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

damage cases where the Surveyor has not made a special damage report he is required to state whether he ordered his services for this purpose and to whom and why they were declined *for not required*

Was a damage report made by anyone else? If so, by whom? *Mr R. A. Parker.*

PAIRS, OR EXAMINATION AS PER RULE, FOR *Damage stated to be due to enemy action on the 20th June 1941 whilst lying off Spithead. A torpedo exploded in No. 2 Cargo tank, vessel placed in dry dock, the bottom crudder cleaned and examined and the following repairs carried out:*

Shell Plating. Keel Strake No. 4 & 5 from forward renewed. No. 6 faired in place. Starboard side (numbered from aft) A Strake: No. 12 cropped and forward part renewed. No. 13 renewed. B Strake. No. 11 & 12 cropped and part renewed. No. 13 renewed. C Strake. No. 12 cropped and part renewed. No. 13 renewed. D Strake No. 13 and 14 renewed. E Strake. No. 8 and 9 cropped and part renewed. F Strake No. 13 and 14 renewed. G Strake No. 12, 13 and 14 renewed. H Strake No. 13, 14 and 15 renewed. I Strake No. 12 cropped. No. 13 renewed and extended. No. 14 renewed.

RY OF DAMAGE REPAIRS—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	DE. Plates.	Other Items—
renewed	38	40			5		2	Up & Strunk sides
removed and Faired or Repaired	4	27			20		7	"
ured or Repaired in place	1						6	"

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks	Good	Good	(State if on Felt.)
Stenings	Good	Good	When fitted, Month Year
ing	Good	Good	Boats
in way of side lights	Good	Good	Masts, Yards, &c.
Frames	Good	Good	Condition, how ascertained
inals	Good	Good	(State if rectified)
resses	Good	Good	Equipment letter
ns	Good	Good	Anchors, No. of
ers	Good	Good	Cables (State if now ranged)
Bottom Plating	Good	Good	length 270 mean diam 2 1/4
Be Tanks been examined internally?	Good	Good	(on board) Rule length 270 size 2 1/4
Be Tanks been tested?	Good	Good	Chain Locker
	Good	Good	Hawsers & Warps
	Good	Good	Standing and Running Riggings
	Good	Good	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"

This vessel is eligible in my opinion to remain as classed with record of survey 12.41 in the Register Book subject to state D14 P.S. being examined at next dry docking and to the referred. Repair being made good at a convenient opportunity

Licence No. 1281 dated 12 July 1941

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

Fees applied for

31/12/1941

Received by me

19

Surveyor to Lloyd's Register of Shipping

FRI 6 FEB 1942

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As now Subject

Examined 12.41

Lloyd's Register

Foundation

Is certificate required? If so, to be sent to

W196-0049 1/6

"Invarader"

Dock longitudinals & Brackets: 2 dropped & part renewed, 1 removed, faired & refitted. 3 brackets removed, faired & refitted. 2 Angles renewed. 2 lugs renewed and a number re-riveted.

No 64 Bulkhead: 9 horizontal stiffeners removed, faired & refitted; 1 re-riveted. Outboard web plate dropped, bottom renewed, top removed, faired & refitted; face bar removed, faired & refitted; bottom bracket removed, faired & refitted. 2 horizontal angles renewed. 6 removed, faired & refitted; 6 vertical angles renewed, 3 removed, faired & refitted.

Inboard web plate dropped and bottom part renewed, top half removed, faired & refitted. face bar renewed. Bottom bracket removed, faired & refitted; 2 horizontal angles renewed. 6 removed, faired & refitted. 2 vertical angles renewed; 9 removed, faired & refitted.

No 2 Cargo Tank, Port side Shell longitudinals 20 renewed; girders in No 6, part renewed and part removed, faired & refitted. Shell and top angles part renewed and part removed, faired & refitted.

Longth Brackets to No 58 Bulkhead: 1 renewed, 10 removed, faired & refitted, 4 angles renewed and 1 re-riveted.

Longth Brackets to No 61 Bulkhead: 3 renewed, 11 removed, faired & refitted, 5 Angles renewed, 1 removed, faired & refitted.

No 58 Bulkhead Plating: 3 plates removed, faired and refitted, 3 faired in place.

Bulkhead Stiffeners: 3 channels and one semi box beam renewed. 4 bulk angles removed, faired & refitted. Inboard web removed, part renewed and part faired and refitted.

No 61 Bulkhead Plating etc 1 plate dropped and part renewed, 5 removed, faired and refitted. 9 stiffeners renewed. 1 removed, faired & refitted. Semi box beam part renewed & part faired & refitted. Inboard and Outboard webs part renewed and part removed, faired & refitted.

Transverse No 59: Partly renewed and part removed, faired & refitted.

Dock Girders & web in Trunk: ————— No —————

Transverse No 60 & Girders & web: ————— No —————

Main Deck longitudinals: 3 removed, faired & refitted.

Brackets to No 58 Bulkhead: 1 renewed, 2 removed, faired & refitted. 2 Angles renewed.

Brackets to No 61 Bulkhead: 3 removed, faired & refitted. 1 angle renewed and 2 removed, faired & refitted.

Trunk top longth: 5 removed, faired and refitted. Brackets and angle attachments re-riveted.

Centre line Brackets to No 58 Bulkhead: 6 renewed, 5 removed, faired & refitted, 9 Angles renewed, 1 removed, faired & refitted.

Centre line Brackets to No 61 Bulkhead: 5 renewed, 9 removed, faired & refitted. 13 Angles renewed, 1 removed, faired & refitted.

No 2 Cargo Tank, Starboard side: Shell longth 9 renewed, 10 removed, faired & refitted.

No 58 Bulkhead Plating: 3 plates renewed, 1 dropped & part renewed, 4 removed, faired and refitted, 1 faired in place. 6 stiffeners renewed, 6 removed, faired & refitted.

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"Inverarder"

Inboard & Outboard keels: partly renewed and part faired & refitted

No 61 Bulkhead Plating 2 plates renewed. 1 dropped & part renewed. 5 removed, faired & refitted. Stiffeners: 4 renewed. 1 dropped & part renewed. 4 removed, faired & refitted

Inboard & Outboard keels partly renewed & part faired and refitted.

No 59 Transverse together with side web & girders partly renewed and part removed faired & refitted.

No 60 Transverse together with side web & girders partly renewed and part removed faired & refitted.

Brackets from shell length to No 58 Bulkhead: 8 renewed. 12 removed, faired & refitted. 9 Angles renewed. 2 removed, faired & refitted.

Brackets from shell length to No 61 Bulkhead: 6 renewed. 14 removed, faired & refitted. 6 Angles renewed. 4 removed, faired & refitted.

Centraline Bulkhead Plating 4 plates renewed. 1 dropped & part renewed. 3 removed, faired & refitted. and 2 faired in place.

Stiffeners: 11 renewed. 1 dropped & part renewed. 1 removed, faired & refitted

No 59 & 60 keels partly renewed & part faired & refitted

Brackets from Centraline to No 58 & 61 Bulkheads: 14 renewed. 12 removed, faired & refitted.

Deck & Trunk longitudinal 1 dropped & part renewed. 9 removed, faired & refitted together with Brackets & Angles.

No 3 Cargo Trunk Port side Shell length partly re-riveted

Brackets to length & No 58 & 55 Bulkheads: 5 renewed. 1 removed, faired & refitted. 1 faired in place. and 6 re-riveted. 6 Angles renewed. 1 removed, faired & refitted and 6 re-riveted

Brackets from Deck length to No 58 & 55 Bulkheads: 2 removed, faired & refitted. 3 Angles renewed. 5 removed, faired & refitted.

Brackets to Centraline & No 58 Bulkhead: 8 renewed. 4 removed, faired & refitted. 6 Angles renewed. 8 removed, faired & refitted. Centraline bulkhead foundation angle dropped & part renewed.

No 3 Cargo Trunk Starboard side: Shell length 6 renewed. 4 dropped & part renewed. 2 removed, faired & refitted

Brackets to length & No 55 & 58 Bulkheads: 11 renewed. 18 removed, faired & refitted. 32 Angles renewed. 6 re-riveted

Main & Trunk Deck length & Brackets 2 length renewed and 2 removed, faired & refitted. 8 Brackets renewed. 24 removed, faired & refitted. 4 Angles renewed. 2 removed, faired & refitted

Centraline Bulkhead Stiffeners: 4 dropped. & part renewed. 2 faired in place and 1 re-riveted

Brackets to Centraline & No 58 Bulkhead 4 renewed. 3 removed, faired & refitted. 5 Angles renewed. 2 removed, faired & refitted.

No 56 & 54 Transverse keels & girders partly renewed and part faired & refitted

Oil Fuel Bunker Port side No 53 Bulkhead: 3 plates faired in place and 2 re-riveted.

1 Stiffener removed, faired & refitted. 2 re-riveted. 2 Brackets removed, faired & refitted.

3 faired in place and 4 re-riveted. Web frames partly faired & re-riveted.

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"Inverarder"

Bulkhead h^o53: 1 Bracket removed, faired & refitted. 1 Angle removed.

h^o54 Transverse partly re-riveted.

Oil Fuel Bunker Starboard side. Bulkhead h^o53: 1 plate removed, faired & refitted.

3 stiffeners removed, faired & refitted. 1 faired in place. 72 re-riveted.

3 Brackets re-riveted. 8 Angles removed, faired & re-riveted. Web frames partly re-riveted.

Bulkhead h^o55: 2 stiffeners removed, faired & refitted. 4 Brackets removed, faired & refitted.

and 1 faired in place. 3 Angles removed, faired & refitted.

h^o54 Transverse: 1 shell angle re-riveted.

All Tanks, Oil Fuel cargo, bunker, deep, double bottom & peak examined internally, tested & made tight. A number of hatch covers lost or damaged, now renewed on forehold and bunker hatchways.

owing to the present restrictions on labour & material the following items were deferred until a more favourable opportunity offers for them to be dealt with.

Indented Shell plating Starboard side: A. 15, B. 14, C. 15, D. 15 & 16, E. 11, F. 16, G. 16.

H. 16 H. 1 & 2.

Port Side: Keel 3, A. 14 & 15, B. 14, C. 15, D. 16, E. 11, F. 16, G. 16, H. 16 & 17, H. 1 & 2.

A. 14 was found fractured and has been welded, and is subject to examination at next dry docking.

Forecastle Space: Deck set up slightly. Yee runner bar buckled. lower flanges of sparling pipes buckled. Starboard hawse pipe fractured (temporarily gatched).

Fore Hold: 3 longitudinals on Starboard side in way of indented plating.

h^o65 Deep web frame bottom bracket connection to fair.

h^o64 Bulkhead. Top of Centre plate and Starboard wing plate buckled.

Fore Deep Tank: Port Side Deep longitudinal girder buckled at aft end. h^o3 bracket from Ch. and lug buckled.

Starboard Side: Outboard intercostal buckled.

h^o1 Cargo Tank: Port Side. Base plate of h^o64 Bulkhead buckled. Bottom horizontal stiffener buckled. All vertical brackets and angles connecting shell longitudinals to h^o64 Bulkhead buckled.

Starboard Side h^o62 Transverse plate also tie back and shell angles.

Inboard bracket from deep web to bottom transverse girder buckled.

h^o63 Transverse girder plate buckled. Bracket inboard web buckled.

Side keelson & face bar buckled.

h^o64 Bulkhead base plate buckled. Bottom horizontal stiffener buckled.

All vertical brackets and angles connecting longitudinals to h^o64 Bhd. buckled.

h^o2 Cargo Tank: Port Side h^o1 & 2 brackets connecting trunk deck longitudinals to h^o61 Bhd. slightly buckled. 1 horizontal trunk stiffener buckled.

Starboard Side: h^o2 Bracket connecting trunk deck to h^o61 Bhd. slightly buckled.

h^o3 Cargo Tank. Port Side: 2 Transverse strakes of plating on aft side of Trunk buckled. 2 horizontal stiffeners buckled. Trunk side plating slightly unfair. 2 Fore & Aft stiffeners brackets at forward end slightly unfair. Forward brackets connecting deck longitudinals to h^o58 Bulkhead buckled. Centre line corner brackets connecting longitudinals to h^o58 Bhd. (h^o3, 4, 5 & 6) slightly buckled.

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"Inverardas"

No 3 Cargo Tank Port side 3 Deck longth brackets slightly buckled.

Deck plating in way of midship store rooms buckled and set up, extending into Gunners accommodation and forward harbour deck.

All deck longth h^o 1 to 8 from centreline Bhd. slightly buckled.

h^o 57 Transverse girder under deck; angles slightly distorted.

h^o 57 Deep web shell lugs between h^o 1, 2 & 3 longth slightly buckled. Top section of web plate buckled.

h^o 56 Deep web shell lugs between h^o 1, 2 & 3 longth slightly buckled. Top section of web plate to fair.

h^o 1, 2 & 3 Shell longth slightly unfair.

Forward end of side keelson buckled. Connecting lugs to h^o 58 Bhd. buckled. Yace-Lan buckled.

Starboard side: 2 Transverse strakes on aft side of expansion trunk buckled. 2 Horizontal stiffeners on aft side buckled.

h^o 3 Bracket connecting trunk deck to h^o 58 Bulkhead buckled.

Trunk side plating slightly unfair.

Brackets connecting trunk side to afterwatship bulkhead h^o 58 slightly unfair.

Trunk deck brackets to h^o 58 Bulkhead slightly unfair.

Deck plating in way of store rooms and harbour deck slightly set up.

All deck longth stiffeners h^o 1 to 8 from Aft Bulkhead slightly unfair.

h^o 57 Deep Transverse girder angles slightly buckled.

Top section of Deep web (outboard) and shell lugs between h^o 1 & 2 longth slightly buckled. Deep web lugs connecting web to Centreline Bhd. buckled between h^o 1 & 2 stiffeners.

h^o 56 Deep girder, 4 shell lugs in web to fair. h^o 10 Channel longth to release and fair. Top section of web plate to fair and lugs to fair.

h^o 1, 2 & 3 longth to fair.

Oil Fuel Bunker. Port side Deep web frame plate to h^o 53 Bulkhead slightly buckled.

Harbour Deck Starboard side Forward Deep web slightly buckled. connecting to main deck buckled.

Coal Bunker 5 Horizontal stiffeners on Bulkhead h^o 52 buckled on Starboard outboard end. 5 Brackets connecting shell slightly buckled.

Forward Ballast Pump Cylinder lugs broken. Cylinder to be renewed.

h^o 7 Trinch Bed plate broken. To be renewed.

Condition The Bottom & rudder cleaned, examined, made efficient and re-coated. Decks, Framings, Casings ventilators, Hatchways & Hatches steering gear, windlass & general equipment made good & efficient. The 6" shell plate in way of h^o 4 Cargo Tank found satisfactory. We suggest this may now be deleted from S.R.

Year & Year Repairs: 2. Doublings fitted to the Engine room tank top and one doubling to Trunk top in way of oil fuel bunker Port side.

It was pointed out that serious corrosion had taken place under the wood substitute deck covering in way of the Accommodation and that arrangements have been made with the Owners

Superintendent for this to be removed for examination of the deck at the Special Survey.

W. C. King