

U. S. NAVAL BASE, NAVY 3115

NB/A4-1
Ser: 3853-45

19 Oct 1945

From: Commander Naval Base, Navy 3115
To: Commander Service Squadron SEVEN.

Subject: CLYDE (IX 144) - Report of material inspection.

Reference: (a) CTF 91 disp. 170553 to CNB Hollandia.

Enclosure: (A) Copy of Sub-Board of Inspection and Survey ltr. A4-1
Ser: 3789-45 dtd. 2 October 1945 concerning inspection of
CLYDE (IX 144).

1. In accordance with reference (a) enclosure (A) is forwarded
herewith

/s/ S. P. COMLY

C O P Y



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U.S. NAVAL BASE, NAVY 3115

NB/A4-1
Ser. 3789-45

2 October 1945

From: Sub-Board of Inspection and Survey.
To: Board of Inspection and Survey, Navy Department, Washington, D.C.

Subject: CLYDE (IX 144) - Report of Material Inspection.

Reference: (a) CINCPAC/CINCPAC Hed Pearl deispatch 262036, dated 27 Sept. 1945.

Enclosure: (A) Plan of CLYDE (IX 144).

1. The Sub-Board of Inspection and Survey ordered by reference (a) inspected the CLYDE (IX 144), 1 October, 1945.

2. The data obtained by the Board on previous history of the ship are as follows:-

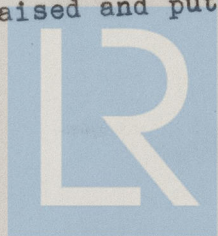
(a) Builder
Palmer Shipbuilding & Iron Co., Ltd.
Hebburn & Jarrow on Tyne, England.
No. - 891
Date built unknown

(b) Ship Characteristics:
Beam - 52 feet
Length between perpendiculars - 400 feet
Depth - 31 feet
Displacement - 8000 tons
Built on the Ishwood Framing System, all riveted construction.

(c) Ship History:
Clearance papers indicate the ship was known as S.S. SWIVEL and was operating under Panamanian registry in 1943. Modernized by the Alabama Dry Dock & Shipbuilding Co., Mobile, Alabama - date unknown Taken over by the U. S. Navy March 1944. Arrived at Hollandia under own power, one boiler lighted, 4 knots speed 20 November 1944. Decommissioned 9 April 1945 for conversion to station tanker. Last time all boilers steamed - unknown. At the time of decommissioning the following logs were sent to the Navy Department.

- (1) Engineering Log
- (2) Machinery History
- (3) Ship's Logs

At time of decommissioning the ship's force was ordered off and a maintenance force put aboard. The new crew is not familiar with the previous operation of the ship but state that she at one time scuttled and later raised and put back into service.



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3.

Findings of Board:

(a) Hull:

- (1) Bridge Structure, pilot house, and stack removed about May 1945
- (2) Steam driven anchor winch forward badly corroded and in need of repair. Wapring winch aft removed. Anchor chain and ground tackle badly corroded. All Fuel and steam lines exposed to weather badly corroded.
- (3) Screw damaged, rudder free and in fair condition. All steering control cables removed.
- (4) Hull leaking along approximately 85% of the riveted seams port and starboard sides in vicinity of tanks 2 and 3, engine rooms and tanks 5 and 6, (see sketch). An attempt was made by the Destroyer Repair Unit to caulk seams of tank 3. Caulking was not satisfactory because of deteriorated condition of the plates.
- (5) Transverse bulkheads non-oil tight between tanks 1-2-3-4 forward and 5-6 aft, causing seepage between tanks enumerated.
- (6) Longitudinal bulkheads dividing each tanks into starboard and port sections are non-oil tight. Sluice valves leaking and in need of repair or replacement.
- (7) Outside of hull above waterline corroded, but in fair condition.
- (8) Weather decks seriously corroded, it is very doubtful if they would stand chipping.
- (9) Frames, beams, and hull structure corroded, but in fair condition.
- (10) All babitted shaft bearings in poor condition, must be replaced and shft realigned if necessary.

(b) Machinery:

- (1) Main engines; steam driven reciprocating - condition unknown.
- (2) Boilers - Three (3) 13' dia. x 7/8" shell Scotch Marine three combustion chamber type. Original working pressure approximately 200 psi. Shells show no serious pitting, corrosion, or distortion. All boilers mut completely retubed.

(c) Auxiliaries

- (1) Boiler feed pump removed. Auxiliary feed pump remains - condition unknown.
- (2) Steam pumps and other auxiliaries have been stripped to provide repair parts for other ships.
- (3) Cargo pumps have been removed.
- (4) All steam generators have been removed.
- (5) Fire and flushing pump in poor condition. Destroyer Repair Unit Navy 3115, has installed one Grey Marine Engine driven Chrysler pump forward and one aft to pump bilges. Pump in good condition and will be salvaged.



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- (6) Condition of the main condenser and evaporators unknown.
- (7) One Hussman 150 cubic foot refrigerator unit installed by Destroyer Repair Unit, condition good and will be salvages.
- (d) Ordnance:
- (1) One GM-2-71 Generator Unit, condition fair, installed by Destroyer Repair Unit to provide electrical power to ship, to be salvaged.
- (2) Generator panel, switch gear, instruments, and equipment are obsolete, but are operating for lighting purposes only.
4. Repairs or alterations required to place ship in an efficient military condition as a station tanker.
- (a) To place this ship in an efficient military condition as a station tanker, it would necessitate a major yard overhaul and dry docking.
- (b) The following hull repairs or replacements must be made.
- (1) Bridge structure, pilot house, and stack must be replaced.
- (2) Forward anchor winch completely overhauled. Replace warping winch aft. Test, repair or replace all fuel and steam lines on weather decks.
- (3) Repair or replace damaged screw.
- (4) Renew all steering control cables and repair steering engine.
- (5) Make hull watertight, port and starboard sides in vicinity of tanks 2 and 3, engine room, and tanks 5 and 6.
- (6) Clean and steam all tanks so transverse and longitudinal bulk heads may be made oil tight.
- (7) Hull must be thoroughly chipped and painted.
- (8) Large sections of weather decks must be replaced.
- (c) The main engines must be torn down, inspected and overhauled as necessary.
- (d) The boilers must be retubed and refitted.
- (e) The auxiliaries remaining aboard have been stripped and in that the obtained, thus necessitating a new installation.
- (f) Tubrine driven generators must be installed to provide ship's power. Generator panel and switch gear can be modernized.



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5. Cause:

- (a) The excessive corroded condition of this vessel is due to old age and extended periods at sea.

6. Responsibility:

- (a) The responsibility for the condition of this ship cannot be placed upon negligence of the present maintenance crew, nor can the responsibility be fixed.

7. Recommendations:

- (a) The Sub-board considers that the (IX 144) is not fit for further service as a station tanker or in any other capacity and cannot be made so without disproportionate cost.
- (b) The Sub-Board recommends that the auxiliaries installed by Destroyer Repair Unit, Navy 311t, be removed and that the ship be scuttled in deep water in the vicinity of Hollandia.
- (c) The Sub-board appreciates the fact that the boiler shells are in good condition, that data on the condition of the main engines is lacking, but the board is of the opinion that due to the remote possibility of future use for this obsolete equipment, that the cost of removing and repairing would not be economical or to the best interest of the Navy.
- (d) Because of limited fire protection on this vessel and imminent roll-up of Naval Base, Navy 3115 with the removal of the fire boat early action is requested on this survey.

S.P. COMLY, CAPT., USN, SENIOR
MEMBER

T.R. REYLING, LT. S(E)USNR, MEMBER

KENNETH G. PEARCE, LT. S(E)USNR, MEMBER

cc: (less encl) CINCPAC/CINCPA
CUSFANG

W.D. FAIR, LT. (Jg) S(E)USNR,
ADDITIONAL MEMBER AND RECORDER



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