

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 11th May 19 44 When handed in at Local Office 19 44 Port of Suez (Port Tewfik)  
No. in Survey held at Suez Date, First Survey 28/10/43 Last Survey 18/3/ 19 44  
Reg. Book. (No. of Visits 18)  
On the Wood, Iron or Steel Twin Screw motor vessel "ANNA KNUDSEN"  
19390 TONNAGE:—  
Gross 9057 Built at Copenhagen By whom Gotaverken A/B Year. Month. When 1931 12  
Under Dk. 8403 Owners D/S A/S Jeanette Skinner Owners' Address (if not already recorded in Appendix to Register Book)  
Net 5389 Managers Knut Knutson CAS Port belonging to Haugesund

Surveyed Afloat or in Dry Dock? Both Name of Dock Khedivial Graving Dock. Destined Voyage  
Cell D Bor D Ba feet: NE & B feet: f feet: f feet: f } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT ton; MT feet tons. } precisely as in Register Book and Supplements)

Only alterations in the existing records of tanks should be inserted.  
N.B.—All alteration in the existing records should be underlined.

Last Report No. 937 Port Adm.

(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. Exam inations 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 why they were declined

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

REPAIRS, OR EXAMINATION, AS PER RULE, FOR Damage.

The vessel was attended at the request of the Master and from his statements and documents aboard the vessel it was ascertained that the ship was torpedoed on the 5th October 1943 at 5.20 a.m. whilst on a voyage in ballast from Aden to Abadan (for full particulars see ship's Log books). The vessel returned to Aden and was surveyed by the Society's surveyor at that port and from Aden the ship proceeded to Suez. Details of the damage found and the temporary repairs carried out to enable the vessel to proceed to a U.S.A. port for permanent repairs are detailed as under and in the sketches attached herewith.

## DAMAGE FOUND

Damage to shell and bottom plating and framing.

## TEMPORARY REPAIRS CARRIED OUT

Very considerable damage has been sustained to the

(Continued overleaf)

Summary of Damage Repairs:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed .. .. .								
Removed and Faired or Repaired .. .. .								
Faired or Repaired in place .. .. .								

## PRESENT CONDITION OF THE

Decks <u>Good</u>	Bulkheads <u>See Rpt.</u>	Engine Room Skylights <u>Good</u>	Copper, or Y. M. (State if on Felt)
Caulking of Decks <u>Good</u>	Ceiling <u>....</u>	Coal Bunkers, Openings, Covers, etc. <u>....</u>	When fitted, Month Year
Coamings <u>Good</u>	Cement or Asphalt <u>....</u>	Oil Bunkers <u>See Rpt. ....</u>	Boats <u>Good</u>
Beams and Fastenings <u>As far as seen Good.</u>	Rudder <u>Good</u>	Scuppers <u>Not Examined</u>	Masts, Yards, &c. <u>Not Examined</u>
Outside Plating <u>See Rpt.</u>	Steering gear and its connections <u>Good</u>	Cargo Hatchways <u>See Rpt.</u>	Condition, how ascertained <u>....</u>
" " in way of sidelights <u>Good</u>	Windlass <u>Good</u>	Hatches <u>" "</u>	(State if wedges removed)
Frames <u>See Rpt.</u>	Have pumps been examined and found efficient? <u>No</u>	Planking	Equipment letter <u>d+</u>
Reverse Frames <u>"</u>	Have Sluice Valves been examined and found efficient? <u>No</u>	Caulking	Anchors, No. of <u>2 Bower 1 Stream</u>
Longitudinals <u>"</u>	Have watertight doors been examined and found efficient? <u>No</u>	Treenails	Cables (State if now ranged) <u>No</u>
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Breasthooks & Stemson	" length mean diamr (on board)
Floors <u>"</u>	Air and Sounding Pipes <u>No</u>	Transoms, Pointers & Crutches	" Rule length <u>300 fms</u> size <u>2 1/2"</u>
Keelsons <u>"</u>	Doubling Plates under Sounding Pipes <u>Not Examined</u>	Timbers of Frame at openings	Chain Locker <u>Not Examined</u>
Stringers <u>"</u>		" " at other places	Hawseers and Warps <u>" "</u>
Inner Bottom Plating <u>See Rpt</u>		Stringers, Clamps & Shelves	Standing and Running Rigging <u>Not Ex.</u>
Have the Tanks been examined internally? <u>"</u>		Salting (State if examined)	Sails <u>....</u>
Have the Tanks been tested? <u>"</u>			

## General Observations, Opinion, and Recommendation:—

(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 at present classed in the Register Book with last record of Docking 3,44 being fit to proceed to a United States port for permanent repairs.

Survey Fee (per Section 29) L.E. 30.000ms  
Special Damage or Repair Fee (if any) L 28.000ms  
(per Section 29.) Sunday Fees 4.000ms  
Travelling expenses (if chargeable) L 2.000ms  
Second Surveyor's Fee (if any) L  
Committee's Minute FRI, 28 DEC 1945  
Character Assigned See his 121931



Continued from other side

## DAMAGE FOUND

shell and bottom plating and framing particularly on the starboard side between the collision bulkhead and the after bulkhead of the forward cofferdam. The damage is detailed in the sketches attached herewith.

## Damage to Fore Peak Tank.

The collision bulkhead is badly buckled and pierced particularly the lower three strakes of plating. Stiffeners and bracket connections to the bulkhead are similarly distorted. The lower stringer plates, athwartship stringer, wash plate at after end of tank and the first and second frames on the port and starboard sides are buckled at their lower extremities.

## Damage to Fore Hold

Severe damage has been sustained to the shell plating, framing and bottom structure. The tank top plating of the Fore Deep tank is completely destroyed and the tween deck plating is extensively damaged. The bulkheads of the small pump room are badly buckled and pipe lines, valves and connections of the cargo pipe lines are missing or damaged beyond repair. The steel cover to the hatch on the main deck is badly buckled together with the hatch coaming. The main deck plating on the port side of the hatch coaming is badly buckled and pierced and the beams and brackets in way of the damaged deck plating are similarly distorted.

## Damage to Forward Cofferdam

The forward bulkhead particularly on the starboard side is badly buckled and pierced in places. Internally the stiffeners, bracket connections and gussets are badly twisted and torn from their fastenings. Pipes, valves and connections of the compartment are extensively damaged or missing.

## Damage to No. 1. Starboard Cargo Tank

The three lower strakes of the plating to the forward bulkhead are distorted and bulged to aft and the plating is pierced in the second strake.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

## ANCHORS.

Number of Certificate	Anchors.	Weight, Ex Stock.			Weight of Stock.			Test per Certificate.			Weight Required by Rule.			Description of Anchor	Makers	Where and when tested and Superintendent.
		Cwts.	qrs.	Lbs.	Cwts.	qrs.	Lbs.	Tons	Cwts.	qrs.	Lbs.	Cwts.	qrs.	Lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Steam															
	Kedge															

When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

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
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per. Rule.	Length.	Diam.			
	Fathoms	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			

Bracket connections between the bulkhead and framing are badly buckled and the rivet connections sheared in places. The framing in way of the damaged brackets is similarly distorted and six keelsons are buckled at the forward end.

## Damage in Accommodation Spaces Forward

W.C. pan in crews lavatory smashed. Wash basins in sailors wash place torn from bulkhead fastenings and drain pipes damaged. In no. 3. cabin on the port side one side scuttle broken and wood furnishings and partition bulkheads generally disturbed. In No. 2. and No. 3. cabins the wood furnishings and partition bulkheads are disturbed. On the port side in Nos. 1, 3, and 4 cabins and also in the Gunners accommodation wood furnishings, partition bulkheads

## TEMPORARY REPAIRS CARRIED OUT

In view of the poor repair facilities at Suez and the impracticability of allocating the dry dock to the vessel for a long enough period to enable permanent repairs to be effected the minimum temporary repairs were carried out with a view to avoid the possibility of further damage occurring to the forward structure and to enable the vessel to proceed to a U.S.A. port for permanent repairs. It was considered that the weight of the structure forward of frame 84 did not exceed 400 tons, and that the loss of strength caused by the damage to the shell plating, framing and bottom structure between the after bulkhead of the forward cofferdam and the collision bulkhead should be compensated for as far as possible.

The damaged structure of the Double Bottom Tank internally was removed and protruding shell plates and bottom plating cut away so as to stream line the existing structure, pierced shell plates where necessary were doubled, and cracked plates dealt with by welding or doubling to avoid extension of damage. The badly damaged tween deck plating was cut away and the remaining structure secured to the main deck by strongly constructed pillars. Seven apertures twelve inches diameter were cut in the collision bulkhead so as to keep this compartment open to the sea and to enable the water to easily leave the tank. The badly damaged forward cofferdam bulkhead on the starboard side was patched with doublers and internally the structure was stiffened with seven in number channel bar stiffeners fitted between the fore and after bulkheads. On completion of the foregoing the

cofferdam was partially filled with cement to an average height of 14 feet. Before the vessel was placed in the dry dock, two strongly constructed stringers were welded to the shell plating between the collision bulkhead and the after bulkhead of the cofferdam ("J" strake), the stringers were connected to each other by an athwartship beam and a careful examination of the vessel's forward deck and shell plating showed no sign of buckling when the vessel was on the blocks in the dry dock although the forward (damaged part) part of the vessel was entirely unsupported by blocks.

(Continued)

Rpt. 9a.

Port of

Suez

Continuation of Report No. 261

dated 11th May 1944 on the

M. V. "ANNA KNUDSEN"

## DAMAGE FOUND

doors and door framings are splintered and disturbed from their fastenings. In No. 1. cabin one side scuttle frame is cracked, and in the Gunners accommodation, the wood deck sheathing is set up.

## Miscellaneous Damage

Cast iron base to automatic brake of windlass broken (temporarily repaired at Aden by welding).

Two tee pieces to gas ejectors broken at neck of flange (fore deck).

Salt water tank on fore-castle head leaking at seams.

## TEMPORARY REPAIRS CARRIED OUT

In lieu of fitting a centre girder for which time in the dry dock was not available, the vessel was stiffened ~~longitudinally~~ longitudinally by fitting a vertical girder between the collision bulkhead and forward cofferdam bulkhead, the girder being welded to the existing bottom and side plating on the port side. Subsequent to the vessel leaving dry dock Nos. 1 and 2 port and starboard Main Cargo Tanks were examined for bottom leakage and found tight. No. 2. port and starboard Main Cargo Tanks were then tested to the requirements of the Rules and found good. Sketches showing the repairs carried out are attached herewith.

## Remarks

The foregoing is a summary of the damage as far as now seen, a detailed report can only be compiled when the vessel is taken in hand for permanent repairs.

Arrangements have been made for the vessel to load a part cargo for a Western Mediterranean port and to proceed from that port in ~~ballast~~ ballast for a United States port for permanent repairs.

## Now Done For Docking

Vessel placed in dry dock, bottom, stern frame and rudder cleaned, examined, found good and re-coated (see above for damage). Weather decks, ventilator and hatchway coamings, together with their supports, covers and battening down arrangements, steering gear and windlass generally examined and found in good condition.