



M. V. "ANNA KNUDSEN"

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.

Table with columns: 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.

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.

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.

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 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 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.

The Surveyors are Requested Not To Write Across This Margin.

(Continued)



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