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Lloyd's Register of Shipping.

Report No. 124

9 JUN 1944



Port of Suez (Port Tewfik)

110041

18th May 1944

This is to Certify that

J. de Wolf

the undersigned Surveyor to this Society did at the request of

Messrs L. Savon and Company, Lloyd's Sub-Agents, Port Tewfik, on behalf of the Port Said and Suez Coal Company, Shipping Agents, Port Tewfik, attend on board the Steel Twin Screw Motor Vessel "ANNA KNUDSEN" 9057 Tons Gross Register of Haugesund whilst the vessel was lying afloat at Suez and in the Khedivial Graving Dock, Port Tewfik, on the 28th October 1943 and on subsequent dates for the purpose of ascertaining the nature and extent of the damage sustained by the vessel as a result of being torpedoed on the 5th October 1943 at 5.20 a.m. whilst on a voyage in ballast from Aden to Abadan.

For full particulars of the occurrence please see Official Log Book.

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 to this report.

DAMAGE FOUND

TEMPORARY REPAIRS CARRIED OUT

Damage to shell and bottom plating and framing.

Very considerable damage has been sustained to the 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

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 avoiding 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 No. 84 did not exceed 400 tons, (Four hundred 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

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Continuation of Damage Report dated 18th May 1944 on theM. V. "ANNA-KNUDSEN"DAMAGE FOUND

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. 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.

TEMPORARY REPAIRS CARRIED OUT

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 streamline 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, 12" (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'.0" (fourteen 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)

Continuation of Damage Report dated 18th May 1944 on theM. V. "ANNA KNUDSEN"DAMAGE FOUNDTEMPORARY REPAIRS CARRIED OUTDamage 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 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 ejector broken at neck of flange (fore deck.)

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

The temporary repairs carried out are detailed in the sketches attached herewith, and in my opinion, render the vessel efficient to proceed to a U. S. A. port for permanent repairs. The vessel is also considered efficient to carry cargo in all cargo tanks excepting Nos. 1 port and starboard main tanks, the amount carried, however, to be entirely at the discretion of the Master.

Repairs to damage in the Accommodation Spaces and Miscellaneous Damage was not dealt with at this time, and a complete report of the damage can only be compiled at the time permanent repairs are effected to the vessel.

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.

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Continuation of Damage Report dated 18th May 1944 on the

M.V. "ANNA KEUDSEN"

It was stated by the Master that a quantity of ship's stores and equipment belonging to the vessel was destroyed as a result of the damage to the Fore Hold where the stores and equipment were stowed, and lists relative to the foregoing and signed by the "Notraship" representatives at this port are attached herewith.

J de Wolf

Surveyor to Lloyd's Register of Shipping

Survey Fee and this Report	L.E.	54.000ms
Expenses	L.E.	5.000ms

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