

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 22nd. Aug. 51. When handed in at Local Office 24 Aug. 1951. Port of CARDIFF.

N. in Reg. Book. Survey held at CARDIFF. Date, First Survey Aug. 1st. Last Survey Aug. 13th. 19 51.

on the ~~Wood~~ Steel Sc. "TECTUS".

Built at Mobile Ala. By whom Alabama D.D. & S.B.Co.Ltd. When 1945

Owners Anglo-Saxon Petroleum Co.Ltd. Owners' Address (If not already recorded in Appendix to Register Book).

Managers - Port belonging to London.

Keel Afloat or in Dry Dock? Both. Name of Dock Rother Dock & Channel Dry Dock. Destined Voyage.

Capacity capacity tons. FPT tons; APT tons; MT feet tons.

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

Previous Report, No. 56989 / Port CFF.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B. if any).
100 A1	LMC.
10,50.	B.S.11,50.
Classed.-3,48	M.S. 5,47
S.S.Nwc.-3,48	C.L.10,50.

Carrying Petroleum in bulk. Fitted for oil fuel F.P. above 150°F.

Society's Freeboard (if assigned) as painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Drydocking, Repairs and Part Special Survey.

done for Docking:-

Keel drydocked, bottom and rudder cleaned, examined and recoated. Anchors and cables ranged

examined. Weather decks, casings, superstructure bulkheads, hatch and ventilator coamings and

gearing appliances examined. Steering gear and windlass generally examined.

Keels to keel and A.strake plating in way of deep tank examined and remains efficient.

It is recommended that this be again examined at Special Survey.

(S.B.) Shell plate G9 (p.s.) and indented keel plating remain efficient.

done for Special Survey:-

Keel hold, peaks, chain locker, magazines and machinery centre castle spaces cleared, steelwork

DESCRIPTION OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed								
Removed and Fairled or Repaired								
Fairled or Repaired in place								

CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Good	Good	Good	(State if on Felt.)
Decks	-	-	When fitted, Month Year
Fastenings	Good	Good	Boats Good
Plating	"	"	Masts, Yards, &c. "
in way of sidelights	"	"	Condition, how ascertained from deck
Frames	-	-	(State if wedges removed.)
Keels	Good	-	Equipment letter 21
Stems	"	-	Anchors, No. of 3B. 1S.
Bottom Plating	-	-	Cables (State if now ranged) Yes 5
Tanks examined internally? As Report.	Good	-	" length 330f. mean diam. 2 5/16
Tanks been tested?	Yes	-	" Rule length 330f. size a.5/16
	Yes	-	Chain Locker Good
	Yes	-	Hawsers & Warps Sufficient.
	Yes	-	Standing Rigging Good
	Yes	-	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 a 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."

The vessel so far as now seen, is eligible in our opinion to remain as classed, with fresh record

of drydock 8,51, the notation of Special Survey with date being deferred until completion of the

survey, subject to keel of stern frame (E.W.8,51) being specially examined at next dry docking and repairs

keel and A.strake plating in way of deep tank being examined at the Special Survey. Shell plate

G9 p.s. and indented keel plating remain to be dealt with at Owners' convenience.

(per Section 29) 1/3 S.S. £ 28 : 10 : . Fees applied for, 24 Aug 1951

Special Damage or Repair Fee (if any) £ 21 : . : . Received by me, 19

Travelling Expenses (if chargeable) £ : : .

Second Surveyor's Fee (if any) £ : : .

Committee's Minute TWU 4 OCT 1951

Character Assigned 8.51 CFF. Subject (H) without Spl. com. (H) (with endorsement) BS 8,51 U.F.C.

the Surveyors... that in addition... in the report... Survey, the fo... with-

hatches, pumps, air and sounding and freeboard

WTB

(Cont.)

Is Certificate required? If so, to be sent to 003290-003297-0027/13

10m. 8.51. Transfer Ink. (The Surveyors are requested not to...)



"TECTUS".

examined and found good. All E.R. double bottom and fore and aft peak tanks tested by water pressure ^{examined} internally and found or placed in good order. D.B. cofferdam examined.

Repairs.

Shell:- Welded seams and butts of keel and bottom plating in way of fore and after peaks built up as required.

Fore Peak:- Washplate found fractured at No.2 B.A. stiffener in way of panting bracket.

Fracture cut out and welded. Stiffening angle welded to panting bracket and washplate in way of fracture

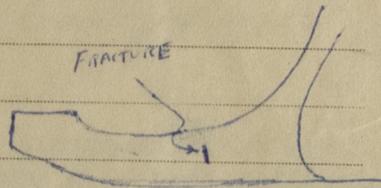
No.94 bracket between magazine and shell p.s. found fractured at toe.

Bracket slotted and doubler fitted with bracket welded to doubler.

Rudder:- Defective welding made good.

Sternframe:- Small fracture in lower part of stern frame veed out and welded (See sketch).

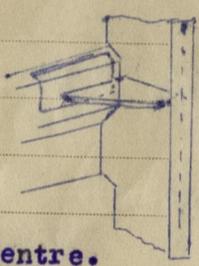
It is recommended that this be specially examined at next dry docking.



Cargo Tanks:- Tested on account of reported intertank leakage and repairs as under carried out.

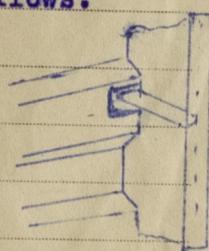
Transverse Bulkheads:- Bulkhead fracture at toe of web tripping bracket veed out and welded. Bracket cut back and tee-bar connection extending beyond toe of bracket fitted. Doubler welded to reverse side of bulkhead as follows:-

Tank.	Web.	Bracket.
No.2 Centre.	Starboard.	Bottom.
No.4 "	Centre.	Bottom.
No.8 "	Centre.	Bottom.
No.9 "	Centre.	Bottom and Centre.



Bulkhead fracture at end of centre web stiffener between bottom and centre brackets veed out and welded. Doubler welded to reverse side of bulkhead as follows.

No.9 centre tank, centre web, centre bracket.



Bulkhead fractures at toe of corner bracket veed-out, welded and welded doubler fitted in way as follows:-

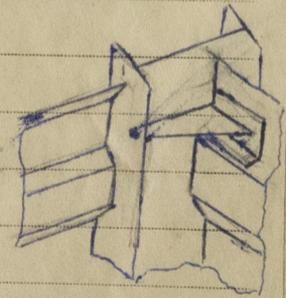
No.2 Centre tank forward bulkhead, starboard forward corner

2nd. and 3rd. brackets from bottom.

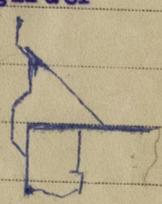
No.3 centre tank forward bulkhead, starboard forward corner

2nd. and 3rd. brackets from bottom.

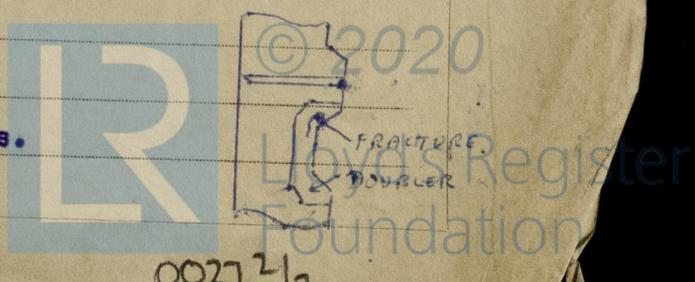
No.5 centre tank forward bulkhead, port forward corner bottom bracket.



Longitudinal Bulkheads:- Bulkhead fracture at toe of forward and aft/shell girder brackets veed-out and welded, brackets slotted and welded doubler fitted to bulkhead in way in Nos. 2, 3, 4, 5, & 9 centre tanks.

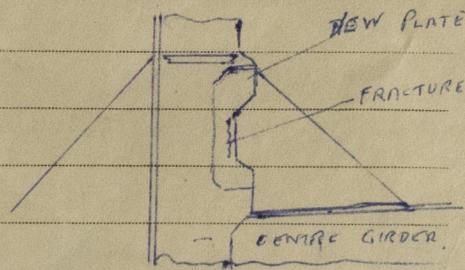


Web on Transverse Bulkheads:- Web plate veed-out, welded and doubler fitted in way of short fracture at corrugation, web connection to bulkhead re-welded as required in No.8 centre tank port web between centre and bottom brackets.

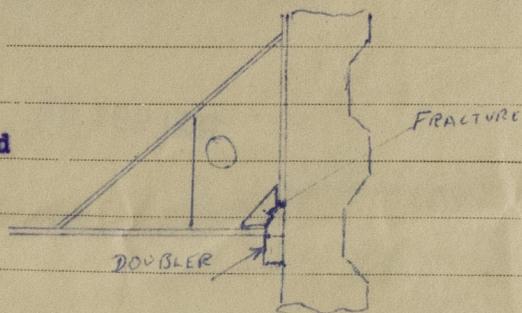


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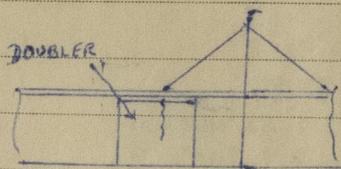
Web plate cropped and part renewed where buckled locally and fractured at corrugation in No.5 centre tank, port web between bottom and centre brackets and No.2 centre tank port web between bottom and centre brackets.



Bracket connecting centre web to centre girder, short crack at inner edge of bracket plate veed-out, welded and shaped doubler fitted. Compensating stiffener fitted to bracket plate in way in No.9 centre tank centre web keelson bracket, and No.8 centre tank centre web keelson bracket.



Flanged longitudinal cracked at connection to bracket from transverse. Crack veed-out, welded and flanged plate doubling fitted in way in No.4 centre port side No.4 frame from centre keelson, and No.6 centre, port and starboard sides, No.4 frame from centre keelson.



To complete the Special Survey the bottom and rudder remain to be examined in dry dock, all cargo tanks, deep tanks and bunkers to be examined and tested, pump rooms and side tank cofferdams, masts, rigging, anchors and cables, general equipment, steering gear and windlass to be examined.

It is stated that this will be done on vessel's return to U.K. in about six months.

M. Del

*BM
See also
enclosure in
this report*

