

(Received at London Office 7 SEP 1949)

No. 106463

PORT OF SURVEY FOR REPAIRS, &c.

3 SEP 1949

NEWCASTLE-ON-TYNE

35826

Survey held at Newcastle-on-Tyne Date, First Survey 18 June Last Survey 22nd July, 1949
(No. of Visits 19)

the Wood, Iron or Steel Hydracina YEAR. MONTH.

Built at Mobile, Ala By whom Alabama D.D. & S.S. Co Ltd When 1944

Owners Baltic Trading Co Ltd Owners' Address (If not already recorded in Appendix to Register Book)

Managers Swan, Hughes & Wigham Port belonging to London

at or in Dry Dock? Both Name of Dock Richardson & Co Ltd Destined Voyage

feet; uE & B feet; f feet
tons. FPT tons; APT tons; MT feet tons.

alterations in the existing records should be underlined.

Port, No. Port

when held, must be reported in detail and serially in the terms of the Rules and Items remaining to complete
ould be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations
repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to
and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the
anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form.
es and initials of any letters respecting this case.

where the Surveyor has not made a special damage report he is required to state whether he
services for this purpose and to whom and why they were declined yes Suppl

Society's Freeboard (if assigned) as 9 ft. 3 3/4 ins.
painted on Ship and now verified

EXAMINATION AS PER RULE, FOR Damage and Completion of Special Survey for Classification
stated caused by vessel grounding at Kharradux, Abadon River on
January 1949. - see also Newport Rpt No 6127

for Damage - situated at flat of bottom port a stand.
placed in drydock, bottoms and rudder cleaned, examined & coated.
nos. 1-5 main cargo tanks internally. Fore Pk & Fore deep tank exam'd internally

plates numbered from fore.

nos 5 fore plate cracked & part renewed.

nos 14 & 15 fore plates failed in place.

st side - C10 & 11 renewed. A5 & 7 cracked & part renewed.

A6, C6 & 13 failed in place.

3. P.T.O.

AGE REPAIRS: - Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items: -

14 7

fted or Repaired

paired in place 9

ION OF THE

Good Bulkheads good

do Ceiling none

do Cement or Asphalt good

do Rudder do

do Steering gear and its connections do

way of sidelights do Windlass do

do Have pumps been examined and found effi-

do cient? yes

do Have Sluice Valves been examined and found

do efficient? none

do Have Watertight Doors been examined and found

do efficient? none

do Have Ventilators and their Coamings been

do examined and found efficient? yes

do Air and Sounding Pipes good

do Doubling Plates under Sounding Pipes do

Engine Room Skylights good

Coal Bunkers, Openings, Covers, &c. none

Oil Bunkers good

Scuppers do

Cargo Hatchways do

Hatches do

Planking

Caulking

Treenails

Breasthooks & Stemson

Transoms, Pointers & Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps & Shelves

Salting (State if examined.)

Copper, or Y.M. (State if on Felt.)

When fitted, Month Year

Boats good

Masts, Yards, &c. do

Condition, how ascertained by means

(State if wedges removed.)

Equipment letter 9+

Anchors, No. of 38-12

Cables (State if now ranged) yes

" length 300 mean diam. 2 5/16 (Payco.)

" Rule length 330 size 2 5/16 (Payco.)

Chain Locker good

Hawsers & Warps do

Standing and Running Rigging do

Sails

Observations, Opinion as to Class, Recommendation, &c.:-

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

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

"or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

1949, is eligible in our opinion to be classed 100A1 "Carrying Petroleum in Bulk"

1949 have fresh record of drydocking 7.49 and notation of 33.749

bottom plating port a stand a set in prop. structure - Angus Corrosion

able to supply)

tion 29) £

Repair Fee (if any) £ 21 : 0 : 0

Chargeable) £ 5 : 5 : 0

e (if any) £

minute

Fees applied for, 19

Received by me, 19

Surveyor to Lloyd's Register of Shipping.

Assign 100A1 subject (h+m).

Carrying petroleum in bulk Classed 7.49. (Delete Classification Cont'd.)

7.49 hwc 5.5 hwc - 7.49 LMC p. 49 Fitted for oil fuel t.p. above 1500°

Is Certificate required? If so, to be sent to

003631-003639-0025 1/4

2.

Hydrocarbia - congd.Shell stand side

Repaired A4.5, B.8, C.6.

Cropped & part repaired C.5, 8.9, D.7.8.

Faired in place A.3.6, B.6, B.7.

No 2 Stand tank - aft bhd cropped & part repaired at base.

2 shell longitudinals cropped & part repaired.

No 3 Stand tank - 2 shell longitudinals cropped & part repaired.

No 4 Stand tank - 2 shell longitudinals cropped & part repaired.

aft bhd cropped & part repaired at base.

Transverse web frame cropped & part repaired.

No 6 Port tank - 2 shell longitudinals cropped & part repaired.

Ford & aft transverse bhd faired in place.

Fore Deep tank - 12 bottom frame cropped & part repaired.

No 1-7 main cargo tanks, fore deep tank & fore peak tank water tested
completion of repairs & proved satisfactory.

The following plates stated below were noted to be slightly
indented but in my opinion the indent are of a minor nature
do not effect the seaworthiness of vessel and it is recommended
that permanent repairs be deferred to Durgers Consequence.

Keel plates No 10, 11 & 12.

Port side B.7, 8.9, D.10.

Stand side. A.10, 11, 12, 13, B.12, 15, C.11, 12, 14, D.16.

Plates numbered
from Ford.

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

Particulars given below are as taken from the endorsed American Bureau
Certification on board.

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 supplied.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Cwts.	qrs.			
PA. 834	1st Bower	11400					152288			Ball's type		Philad. 1/18/20
P. 13735	2nd "	11400					152288			do		do & do
P. 13720	3rd "	11400					152288			do		do & do
	Collective Weight											
P. 13516	Stream.....	4308					78193			Ball's type		Philad. 21/6/18
	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, as on board.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	When and where supplied.
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
* 17096	15 1/2	2 5/16	9 1/4	13 1/4	41-0-6		15	2 5/16	-TAYCO-	not stated	26/11/17. Ch. 2. B. 20
* 17097	15 1/2	2 5/16	9 1/4	13 1/4	40-2-27		do	do	do	do	do
+ PA. 13066	270	2 5/16	303 3/20	404 3/4	82,623				Steel type		Pittsburg 5.8.18
			104	104	104				Cast steel		

* lengths now supplied & placed on board.

+ Particulars stated above are as taken from the endorsed American
Bureau Certification on board.

Hydrocarbia - congd.

Cyrie tank:- fore bhd - Port web-fractured at 1st tripping bracket
from bottom, cyrie and stand webs-fractured at 2nd.

if brackets from bottom, tripping brackets cropped, fractures weed
and electric welded & T bars fitted to tripping brackets.

Cyrie tank:- fore bhd - Port & stand webs-fractured at 2nd tripping
brackets from bottom, fractures weed out and electric
welded and T bars fitted to tripping brackets.

Stand longitudinal bhd fractured in way of lower corrugation
Ford and fracture weed out and electric welded.

Port wing tank:- fore bhd - web brackets-No 2 & 3 from bottom
fractured, brackets cropped, fractures weed out and
electric welded and T bars fitted to brackets.

Port wing tank:- fore bhd - web brackets-No 2 & 3 from bottom fractured,
brackets cropped, fractures weed out and electric
welded and T bars fitted to brackets.

Stand wing tank:- fore bhd - 3rd web bracket-from bottom fractured,
bracket cropped, fracture weed out and electric welded
and T bar fitted to bracket.

Cyrie tank:- fore bhd - cyrie and stand webs-fractured at 2nd tripping
brackets from bottom, brackets cropped, fractures weed out and electric
welded and T bars fitted to tripping brackets.

Port & stand wing tanks:- fore bhd - 2nd & 3rd web brackets from bottom
brackets cropped, fractures weed out and electric
welded and T bars fitted to tripping brackets.

Cyrie tank:- fore bhd - stand web-fractured at 1st & 2nd tripping brackets
from bottom, cyrie web-fractured at 1st tripping
bracket from bottom, tripping brackets cropped, fractures weed out
and electric welded and T bars fitted to tripping brackets.

Cyrie tank:- fore bhd - cyrie web-fractured at 1st tripping bracket
from bottom, bracket cropped, fracture weed out and
electric welded and T bar fitted to tripping bracket.

after bhd - fractured in way of 4th corrugation from bottom,
fracture weed out and electric welded & an efficient doubling
plate fitted in way.

main cargo tank ^{transverse} bulkhead web ^{ends} examined and there were no
indications found of any excessive buckling of web plates.

main cargo tanks water tested on completion of the above repairs
proved satisfactory.

wires and ropes have been examined and found to be equivalent
rule requirements.

anchors and cables have been ranged and examined and 3 Bowers,
ream and 300 fathoms of 2 5/16 C.S. cable are now on board.

American Bureau certificates for the above are on board and have
sifted, no marks were decipherable on the equipment.

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Thyrcania - contd.Prep for Completion of Special Survey for Classification.

see also Newport News, Va. Report No 6127.

placed in drydock. Bottoms and rudder cleaned, examined & coated. Rib plates in way of rudder pillars removed, pillars examined and found satisfactory and plates refitted.

old, pumprooms cleaned and examined.

casings, hatchways & closing appliances, ventilator casings & covers, masts, steering gear, anchors & cables, masts & rigging (report attached), and sounding pipes & striking plates, general equipment, freeboard

plating in way of cargo tank strumps examined.

main cargo tanks, double bottom tanks, deep tanks, cofferdams, examined and water tested with satisfactory results.

fuel bunkers tested with oil & found satisfactory.

Room flooded & found satisfactory. Ford & aft peak tanks water tested & found satisfactory. Case bld webs in centre tanks and connections at junction of the transverse and longitudinal bldgs specially examined and dealt with as stated below.

suctions tried and found satisfactory.

General Freeboard Survey has been held.

The following modifications were carried out in accordance with London letter dated 7th February 1948. - see also London letter to Newcastle Office 1st April 1949.

Deck (1 Port & 1 Starboard). at 10 $\frac{1}{2}$ " x 1" double riveted straps fitted at approx 26'0" from centre line of ship in way of slot cut in deck.

Lower side shell (1 Port & 1 Starboard). at 12 $\frac{1}{2}$ " x 1" double riveted straps fitted on E strake 9" above No 12 longitudinal.

Bottom shell (1 Port & 1 Starboard). at 12 $\frac{1}{2}$ " x 1" double riveted strap fitted at 3'4" outboard of longitudinal bulkhead.

is extend from 3'0" forward of frame 47 to 18'0" forward of frame 68.

Tee bars fitted to 8 Transverse bulkheads only as detailed in the & tear repairs, generally the tripping bldgs of the webs have been riveted on the back side by vertical diaphragms in between the corrugations. Bilge keel is serrated at the shell connection, ends squared and

rips fitted at extreme ends also serrated at bilge keel butts & when crossing shell butts.

Tear Repairs:- Fractures in bldgs dealt with as stated below.

Centre Tank :- Ford bld - Starboard web - fractured at the 1st tripping bracket from bottom, tripping bracket cropped, fracture weed out and electric welded & T bar fitted to tripping bracket.

Centre tanks :- Ford bld - Centre web - fractured at the 1st tripping bld from bottom & Starboard web fractured at the 2nd tripping bld from bottom, fractures weed out and electric welded and T bars fitted to tripping brackets (now cropped).

Port web - No 2 flat cropped and doubling plate fitted.



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Hyrcaia - conld.6 Reasons List:- now Done.

Permanent repairs have now been effected as considered
 very - as detailed in damage repairs - to damaged bottom plating,
 to tanks as detailed in wear & tear repairs.

It is recommended that the above items be deleted from 28. List
 as set in poop sheerstrake plating at port side examined, and in
 view this damage is of a minor nature and does not effect the
 outgoings of vessel and it is recommended that permanent repairs
 be made to Owners convenience.

30 fms cable has now been supplied and placed on board,
 as verified with certificates stated on sheet 2 of report.
 has now 300 fms cable on board and 30 fms cable only now
 to be supplied. The Owners Representative stated that this
 cable has been ordered and will be placed on board as soon
 as delivered.

S.S.

SURVEYOR TO LLOYD'S REGISTER.

NEWCASTLE-ON-TYNE.

First entry report has now been completed and is forwarded
 with report 8.