

-Copy-

Lloyd's Register of British & Foreign Shipping.

Head Office: 71, Fenchurch Street, London, E.C.

Port Odessa

April 16/29th., 1915.-

This is to Certify that

Albert John Helyer

Acting

undersigned Surveyor to this Society did at the request of

's Agent survey the s.s. "Wolverton" No.605 in Register

when vessel was hoisted up on the Pontoon Dock of the
St. Nav. Co. on the 14th/27th inst., to ascertain
the damage to vessel after her having struck a mine off Odessa on
13/16th March last and found same to be as follows:-

Part damaged by explosion

Damage Found	Repairs recommended
<u>Starboard Side forward</u>	
<u>Plating:</u> No.3 plate of A & B	Remove, fair & replace
indented-Nos.2 & 3 of C	Fair in place
slightly indented.	
& butts of several plates	All leaky seams & butts to be
g & numerous slack & leaky	re-caulked, slack rivets
	tightened up & where necessary
	changed & leaky rivets caulked.
<u>Port Side forward</u>	
<u>Plating:-</u> Plates slightly	To fair in place
ed No.3 in Keel strake	
n B strake	

issued upon the terms of the Rules and Regulations of the Society, which provide that :-
Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood
Committee nor the Society are under any circumstances whatever to be held responsible for any inaccuracy in any report or
the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of
negligence of the Surveyors, or other Officers or Agents of the Society."

Damage found	Repairs recommended
<p><u>Indented or buckled:-</u></p> <p>Keel strake & No. 1 in</p> <p>badly buckled or broken</p> <p>Keel strake, Nos.2 & 3 in "A"</p> <p>Nos.2 & 3 in "B" strake, Nos.2</p> <p>"C" strake, Nos.1 & 2 in "D"</p> <p>Nos.2 & 3 in "E" strake, Nos.1 &</p> <p>"F" strake, and No.3 in "G" strake.</p> <p><u>:- Port Side:-</u> slightly bent on</p> <p>(collision bulkhead frame) & No.10</p> <p>from stem.</p> <p>on Nos.11 & 22</p> <p>buckled & broken on Nos.12, 13,</p> <p>16, 17, 18, 19, 20 & 21.</p> <p>angles on frames Nos.17 & 18</p> <p>buckled & broken</p> <p>on Starboard Side:- Bulb</p> <p>on Nos.11,12,13,14,15,16,& 17</p> <p>buckled at top of Tank Side</p> <p>plates</p> <p><u>Double</u></p> <p>top plating:- Centre strake,</p> <p>& 2 buckled.</p> <p>strake (Port) Nos.1 & 2 buckled & broken, No.3</p> <p>at fore end and corner broken off.</p> <p>strake (Port) Nos.1 & 2</p> <p>buckled & broken</p> <p>strake (Port) No.1 plate bent up</p> <p>at fore end</p> <p>ates on starboard side from</p> <p>ion bulkhead to about 13th frame</p> <p>same slightly buckled</p>	<p>Remove, fair and replace</p> <p>All to be renewed</p> <p>Fair in place</p> <p>Cut out from Tank Side to above</p> <p>buckled part, fair & replace with</p> <p>suitable strap.</p> <p>Cut out from Tank Side to above</p> <p>buckled part & renew with suitable</p> <p>strap. Note: in cutting out these</p> <p>frames a satisfactory shift of</p> <p>butts must be arranged.</p> <p>To be renewed from Tank Side</p> <p>to Main Deck.</p> <p>Tank side bracket plates to be</p> <p>removed, frame faired in place &</p> <p>bracket plates replaced.</p> <p><u>Bottom</u></p> <p>To be renewed.</p> <p>Nos.1 & 2 to be renew-</p> <p>ed. Broken part of No.3 to</p> <p>be cut off and butt</p> <p>shifted 1 space further aft</p> <p>To be renewed</p> <p>Fore end cut off & renewed with</p> <p>butt shifted to 3rd space from</p> <p>fore end.-</p> <p>Remove, fair & replace</p>

Damage found	Repairs recommended
<p>- <u>Port side:</u></p> <p>3 buckled & broken</p> <p><u>Starboard side:</u></p> <p>13th frame slightly buckled between 12th & 14th frames</p> <p>13th bracket plates</p> <p>On 1st 2nd & 14th frame</p> <p>Collision bulkhead slightly buckled & broken</p> <p>13th frame abaft collision bulk: 13th frame buckled & broken</p> <p>13th ties connecting bracket plates</p> <p>13th - Port Side on 3rd bracket</p> <p>Collision Bulk: bent</p> <p>14th incl. brackets abaft</p> <p>Bulk: badly bent or broken</p> <p>13th bar - from Collision Bulk: 13th frame abaft 15th & 16th frame abaft 13th frame buckled & broken</p> <p>13th - Port side: on 2nd 3rd 13th frame abaft Collision Bulk: 13th frame slightly buckled</p> <p>13th frames incl. abaft</p> <p>Bulk: badly buckled or broken</p> <p>13th from Angles on Floor plates: 13th floors from Collision Bulk: 13th floor incl. abaft</p> <p>Bulk: badly buckled or broken</p> <p>13th Angle bars connecting floor</p> <p><u>Centre Girder:-</u></p> <p>13th frame incl. bent - 13th frame</p> <p>13th Girder: 1st & 2nd plates</p> <p>Collision Bulk. buckled & top</p> <p>13th angles bent</p>	<p>To be renewed</p> <p>Remove, fair and replace</p> <p>Remove fair & replace</p> <p>Plates and angle bar connection to Tank side to be renewed</p> <p>Remove, fair & replace</p> <p>To be renewed</p> <p>To be renewed</p> <p>On 2nd & 3rd fair in place</p> <p>On 14th & 15th remove, fair, & replace</p> <p>To be renewed with new angle bars connecting floors to Tank Side.-</p> <p>Remove, fair & replace</p> <p>To be renewed</p> <p>Remove, fair & replace</p> <p>Remove plates & bars, fair, & replace</p>

Damage found	Repairs recommended
<p><u>Intercoastal Side Girders: Port:</u></p> <p>Forward of 13th frame from Collision Bulk. badly twisted & broken</p> <p><u>Intercoastal Side Girder & Wash plates</u></p> <p>abaft 13th frame from Collision bulk. extending ^{to} about the 22nd frame -</p> <p>buckled</p> <p><u>All buckled Intercoastal Side Girder</u></p> <p>Wash plates on Starboard Side</p> <p><u>Collision Bulkhead:-</u> Bottom plate</p> <p>lightly buckled</p> <p>All slack rivets in Collision Bulk. and in framing & plating of Double bottom in fore part of vessel</p> <p>inside of Fore Peak and No.1 Tank to be cleaned & washed out with cement -</p> <p>All slack cement on bottom to be chipped out & bottom re-cemented with best cement & fresh water sand after Tanks have been water tested according to Lloyd's requirements.</p> <p><u>No. 1 Hold</u></p> <p><u>Panting & Side Stringer</u> 3rd below deck</p> <p>(Port): 1 plate, 5 intercostal plates</p> <p>bars, 1 inner bar & 3 lugs badly</p> <p>buckled or broken</p> <p><u>Panting Beams Lower Tier:</u></p> <p>abaft Bulk. twisted</p> <p>beam twisted & broken</p> <p><u>Single bar Ties:</u> bent</p> <p><u>Panting & Side Stringer</u></p> <p>below Deck:- Face bar indented</p> <p>6th 9th & 10th frames abaft</p> <p>Collision Bulk.</p> <p><u>Panting Beams 2nd Tier No.3</u></p> <p>twisted & broken</p> <p><u>Single Bar Tie:</u> bent</p>	<p>To be renewed</p> <p>To be removed, faired & replaced or faired in place</p> <p>To be removed, faired & replaced or faired in place</p> <p>Faired in place</p> <p>To be tightened up or changed where necessary</p> <p>To be renewed</p> <p>Remove, fair & replace</p> <p>Remove, fair & replace with suitable strap</p> <p>remove, fair & replace</p> <p>Fair in place</p> <p>Broken part to be renewed, and fitted with efficient strap</p> <p>remove, fair & replace</p>

Damage found	Repairs recommended
<u>ing & side Stringer</u>	
<u>Below Deck:-</u> Face angle indented	Fair in place
th frame abaft Collision Bulk.	
<u>ing beams top Tier:-</u>	Remove, fair & replace, with
beam bent & nicked	strap at nicked part
<u>e Bar Tie:-</u> Broken	To renew
ars under deck & panting beams	Pillars broken adrift to be
shifting board pillar, broken	re-fastened, bent ones removed,
ft or bent	faired & replaced
<u>ceiling:-</u> Broken or destroyed	Planks & packing pieces to be
exception of 3 rows of planks	renewed & all caulked complete
carboard side	
<u>Ceiling</u>	On both sides where broken or
	destroyed to be renewed
ting boards & uprights in way of &	
ard of No.1 hatch destroyed	To be renewed
<u>Deck</u>	
<u>Cargo Hatch:-</u> 5 web plates and	All bent plates to be faired,
es are bent in several places	bent angles removed, faired &
	replaced
<u>coaming bar:-</u>	
ked at after end & butts at each	Crack and butts to be caulked
er piece started	
<u>Covers</u>	All missing & broken ones to be
	renewed
<u>Derricks to No.1 hatch</u>	Both derricks to be renewed of
board Derrick badly splintered	best Pitch Pine spar (old smith-
" cut	work may be re-fitted)
<u>Derrick Topping lift:-</u> and 3 guys	To be renewed
and 1 block broken	
<u>Deck plating:</u> forward of No.1	
, 1 plate of centre strake, 1 plate	All to be renewed
" strake star. side & 2 plates	
rt Side, and 1 plate of "B" strake	
<u>Side</u> - Holed in several places	
<u>Beams</u> 5th beam forward of No.1	New part to be fitted and
broken	efficiently strapped

Damage found	Repairs recommended
<p>Ventilator: Plate on top & coaming plate broken & led</p> <p>ladder to Forecastle broken</p> <p>rd over Windlass Steam</p>	<p>New plate on beams, new angle bar to coaming & cowl to be repaired</p> <p>To be repaired, new steps fitted where necessary</p> <p>I Plate to be renewed</p>
<u>Damage</u>	<u>Amidships</u>
<p>ck plating - Port Side:-</p> <p>of plating between Boiler vessels side slightly</p> <p>between Engineers Deck House</p> <p>eam forward of same</p> <p>e:- Similar plates buckled</p> <p>st & 2nd beams forward of</p> <p>Plating:- plates immediately buckled ones on Bridge Deck slightly buckled</p>	<p>All to be faired in place</p> <p>To be faired in place</p>
<u>Parts damaged by fire in Forecastle</u>	
<p>front bulkhead</p> <p>beams buckled</p> <p>estroyed</p> <p>head (Port Side)</p> <p>buckled</p> <p>er Bulkhead - Star: side:</p> <p>buckled</p> <p>ween Main & Forecastle</p> <p>in No. on Port Side viz.</p> <p>11th & 12th from stem</p>	<p>Remove, fair & replace</p> <p>To be renewed of Teak</p> <p>Remove, fair & replace</p> <p>Remove, fair & replace</p> <p>Fair in place</p>
<u>side plating:-</u>	
<p>starboard sides - 1st & from stem of top strake</p> <p>of top strake 2nd & 3rd</p> <p>ake badly buckled</p>	<p>Fair in place</p> <p>Remove fair & replace</p>

Damage found	Repairs recommended
<p><u>lights:</u> 3 on each side and</p> <p>forecastle bulkhead - brass</p> <p>plates slightly buckled and</p> <p>plates broken</p> <p><u>forecastle Deck Beams:-</u></p> <p>2nd & 3rd beams forward of</p> <p>forecastle bulkhead buckled</p> <p><u>forecastle Stringer Plate</u></p> <p>at & starboard sides after plates</p> <p>slightly buckled & forward plates</p> <p>slightly buckled</p> <p><u>deck planking</u> on Main Deck in</p> <p>of forecastle more or less</p> <p>burnt & charred</p> <p><u>accommodation under Forecastle Deck:-</u></p> <p>wood work &c destroyed by fire &</p> <p>in berths buckled</p> <p><u>hatchway over Fore Peak</u></p> <p>Damaged by fire</p> <p><u>forecastle Deck planking:-</u></p> <p>more or less burnt or charred</p> <p><u>Sundry</u></p> <p><u>Keels</u> between midships and</p> <p>end Engine Room, at about 18</p> <p>ft from aft end keel on star-</p> <p>board side, and at about 12 feet</p> <p>from aft end on Port Side bent</p> <p>inwards</p> <p><u>Panel Guys</u> - 2 tightening screws</p> <p>broken</p> <p><u>Fore Stay</u> Broken</p> <p><u>Windlass & Bunker Winch Steam</u></p> <p>pipe damaged</p>	<p>Remove, repair and replace with</p> <p>new glasses</p> <p>Remove fair & replace</p> <p>Remove, fair & replace</p> <p>Fair in place</p> <p>All to be renewed & fastened with</p> <p>galvanized bolts</p> <p>Iron berths to be repaired, all</p> <p>wood work & fittings such as Tables,</p> <p>seats, lockers, wash basin, stoves,</p> <p>etc. to be renewed</p> <p>To be renewed</p> <p>All to be renewed, bolts to be</p> <p>galvanized, windlass to be lifted</p> <p>up, wooden bed examined & renewed</p> <p>where damaged.-</p> <p><u>Damages</u></p> <p>To be faired in place and all</p> <p>slack rivets changed.</p> <p>To be repaired</p> <p>To be renewed</p> <p>To be repaired</p>

W28-0177(7/8)

Assigned

Referred

FRI. 14 JAN. 1916

FRI. 13 APR. 1917

Damage found	Repairs recommended
Exhaust Pipes & I Windlass	To be repaired
Deck damaged	
Exhaust Pipes in Engine Room	To be repaired
Port Side	
Moulding damaged & I	To be repaired & I plate renewed
Plate missing	
Tank: Outside seams	To be caulked
at several places	
Chocker:- Shifted	To be replaced on chock

Any other damaged parts which may be discovered when vessel has
 been out for repairs - to be repaired in an efficient manner.

etc. All iron and wood work in way of repairs and parts damaged
 to be cleaned and coated with 2 coats of best oil paint - Tank
 to be coated with tar and cement - Bilges in No.1 Hold to be coated
 with mastic cement.-

All Tanks to be examined and cracked cement chipped out and

(Sgd) Albert John Helyer

Acting Surveyor to Lloyd's Registry.

Cost:- Roubles 150.-
 " 5.-
 " 155.-

Jacobs, Lloyd's Agent, Certify that Mr. Albert John Helyer has been
 by J. M. Nicholson, Master of the s.s. "Wolverton" and myself to
 at vessel, and I believe confidence may be placed in this
 te.

13/11th May, 1915.-
say Fifteen roubles.-

(Sgd) E. G. Jacobs,
 Lloyd's Agent.



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 Foundation

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FRI. DEC. 31. 1915

FRI. 12 APR. 1917