

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10<sup>th</sup> Oct 1942 When handed in at Local Office 10<sup>th</sup> Oct 1942 Port of Halifax N.S.

No. in Survey held at Halifax N.S. Date, First Survey 25<sup>th</sup> August Last Survey 21<sup>st</sup> September 1942  
Reg. Book. (No. of Visits 22)

1825 on the Wood, Iron or Steel WIN SCREW S/S "FLYATER"  
TONNAGE:— Built at Barrow By whom Yachin Armstrong & Co When 1936-7

GROSS 13482 Owners Union S.S. Co. of New Zealand Owners' Address  
UNDER DK. Managers (if not already recorded in Appendix to Register Book).  
NET 7979 Port belonging to Wellington

Surveyed Afloat or in Dry Dock? Both Name of Dock T. No. 23 Destined Voyage U.K.

ellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
tal capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

Only alterations in the existing records of tanks should be inserted.  
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 4124 Port Halifax

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. No. 11 required Society's Freeboard (if assigned) as painted on Ship and now verified 150 ft. ins.

Was a damage report made by anyone else? if so, by whom? Yes. R. W. Surveyor

PAIRS, OR EXAMINATION AS PER RULE, FOR On account of damage sustained through  
(1) Collision with Empire Pick on the 28<sup>th</sup> June 1942 voyage Glasgow to Freetown  
(2) Collision with U.S.N. 1007 vessel on the 27<sup>th</sup> August 1942 voyage Halifax N.S. to U.K.  
(3) Heavy explosion on the 27<sup>th</sup> August 1942 voyage Halifax N.S. to U.K.  
Now done: Attended at request of Owners' Representative.  
Damage (1) Shell plating. Numbers as per plating plan. Starboard side.  
strikes No. 20, 21, 23, renewed. No. 19 cropped on frame of main (port) & forward in place.  
No. 20 Renewed increased on frame of star.  
frames No. 178 to 187 cropped & part renewed. No. 176, 177, 188, 189 & 190 found in place.  
all beam houses renewed renewed & one found & refitted. Beams 178-180 under forward in place.  
lower deck stringer plates found in place. Brackets angle 1 1/2" renewed P.T.D.

MARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	18	25 part		6	2			As above.
Removed and Fair'd or Repaired	3							
Fair'd or Repaired in place	5	8			3		3	

GENERAL CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
ing of Decks	Part renewed good	Good	(State if on felt.)
ngs	Cement or Asphalt	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
& Fastenings	Rudder	Oil Bunkers	Boats
le Plating Efficient	Steering gear and its connections	Scuppers	Masts, Yards, &c.
" in way of sidelights	Windlass	Cargo Hatchways	Condition, how ascertained.
Part renewed good	Have pumps been examined and found efficient?	Hatches	(State if wedges removed.)
e Frames	Have Sluice Valves been examined and found efficient?	Planking	Equipment letter
udinals	Have Watertight Doors been examined and found efficient?	Caulking	Anchors, No. of
erises	Have Ventilators and their Coamings been examined and found efficient?	Treenails	Cables (State if now ranged)
Part renewed good	Air and Sounding Pipes	Breasthooks & Stenson	" length 330 ft mean diam. 2 1/2"
ns	Doubling Plates under Sounding Pipes	Transoms, Pointers & Crutches	(on board)
rs		Timbers of Frame at openings	" Rule length 330 ft mean size 2 1/2"
Bottom Plating		" " at other places	Chain Locker
he Tanks been examined internally?		Stringers, Clamps & Shelves	Hawseers & Warps
he Tanks been tested?		Saltgrip	Standing and Running Rigging
		(State if examined.)	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 this 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."

is vessel is slightly in my opinion to remain as classed & to have record of survey  
1942 subject to the damaged structure along the starboard side being dealt  
with at the first convenient opportunity and as per items recorded in  
the Special Reasons list.

Fee (per Section 29) Damage (1) £ 250:00  
2<sup>nd</sup> £ 4:00  
Damage or Repair Fee (if any) (2) £ 350:00  
(per Sec. 29)  
Living Expenses (if chargeable) £ 8:00  
Surveyor's Fee (if any) £ 70:00  
Fees applied for, OCT. 27 1942  
Received by me, A. D. Cantello  
19 Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
Character Assigned Mchp  
S(P) 9.42  
FRI. 27 NOV 1942  
1000H  
With fr  
Ditt. final fuel  
P.S. 6.42

Is Certificate required? If so, to be sent to

S/S "AWATEA" CONTD

REPORT N<sup>o</sup>

Bulwark plating (N<sup>o</sup> from Ford) N<sup>o</sup> 1 cropped & part removed N<sup>o</sup> 2 & 3 removed, 70'-0" of top rail & ten stanchions with connections removed. Riser plate to Ford most found in place.  
 Break water plating cropped & part removed.  
 Ford star cargo door removed found & refitted, shell plate & doubler in way at lower edge found in place.  
 One length of deck service pipe removed.  
 Lower bulk head of accommodation. One wing plate cropped & part removed & two inner tight ten red lights removed frames found & all refitted. Cement chocks removed as necessary.  
 Wood sheathing part removed for access, refitted with part new wood. Repairs here tested & found in order.  
 In connection with this casualty the following plating was found damaged varying degrees. (N<sup>o</sup> are from aft.)  
 "J" 11, 16, 17 & 19, "K" 13, 16, 17 & 18, "L" 12, 16, 17, 18 & 19, various frames in way are affected. Side plating of promenade deck at aft end set in & secured. Side plating of foremast deck lower set in, and bulwark plating abreast N<sup>o</sup> 2 lashed.  
 The above has been specially examined & considered to be efficient & it was recommended that same might be dealt with at the first convenient opportunity.

Damage (2) Yarn placed in dry dock bottom & rudder cleaned & coated.

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

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 tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Steam																
	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.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.		Length.	Diam.				
						Cwts.	qrs.			lbs.			

Up air: Stem damage. N<sup>o</sup> as per plating plan.  
 Left nose base plates (N<sup>o</sup> from top) N<sup>o</sup> 3, 4, 5 & 6 (latter four found) removed. N<sup>o</sup> 2 found in place.  
 Starboard side "A" 21, "B" 23, "F" 21 extended one frame apart, "G" 22, "H" 22 removed, "I" 21, "J" 23 removed found & refitted. "K" 22 found in place.  
 Doubler below lower pipe found in place.  
 Port side "A" 21, "B" 23, "F" 21, extended one frame apart, "G" 22, "H" 22 removed. "I" 23 removed found & refitted. (See following)

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Rpt. 9a.

Port of Halifax

Continuation of Report No. 4189 dated 10th Oct./42 on the

S/S "HYATEA"

N<sup>o</sup> 21, J 22 & doubler below house pipe faired in place.  
 Frames (N<sup>o</sup> from ford) Starb side N<sup>o</sup> 3.4.5 & 6 part renewed to lower side of house pipe N<sup>o</sup> 1.2 & 7 cropped & part renewed N<sup>o</sup> 8 faired in place  
Port side N<sup>o</sup> 3.4.5 & 6 part renewed to house pipe, N<sup>o</sup> 1.2.7 & 8 cropped & part renewed, N<sup>o</sup> 9 faired in place.  
 Upper & lower stringer plating (in fore peak tank) and connections to shell renewed. Paving floors & brackets on frames N<sup>o</sup> 1 to 6 inclusive renewed. Two panting beams & knees & two stiffeners on wash plate renewed. Plating of wash plate removed faired & refitted. Chain locker bulkhead part renewed & faired in place, four stiffeners of same removed faired & refitted.  
 Fore peak tank top at ford end faired in place, plate collar on same around disturbed frames renewed.  
 In way of N<sup>o</sup> 1 hold s.s. Collision bulkhead wing plate part renewed & faired in place & bulkhead bar cropped & part renewed.  
 Frame N<sup>o</sup> 196 faired in place  
 Anchors & cables examined latter ranged. Starb anchor shackles in renewed.  
 Fore peak tank tested & disturbed plating here tested & found in order.

Damage (3) N<sup>o</sup> 1 D.B. tank top, slight leakage at odd rivets & at coaming bar for side timbers made good by welding.  
 N<sup>o</sup> 132 D.B. tanks examined internally, cement & cement coating broken & disturbed, cement renewed as necessary & tanks cement washed, afterwards tested & found in order.  
 Ford deep tanks (fresh water) Starb: Two stringer connections on ford bulkhead welded & started rivets in aft bulkhead in way coffer dam caulked. Centre & stringer connections on aft bulkhead riveted & all started rivets caulked. Both tanks tested & found in order.  
 Oil fuel deep tanks: Riveting & bulkhead bar to ship side on ford bulkhead spurring & riveting on inner bulkheads similarly effected same caulked as necessary. Tanks examined under test (oil fuel) & no further leakage noted.

Wood sheathing on weather deck of bridge, promenade deck, boat deck, sports deck, & foremast deck house, found disturbed in various parts. About 41,000 running feet of deck caulked & painted.  
 Steel deck above music room caulked.  
 Eight W.T. doors overhauled & placed in good working order.  
 Numerous small items about the crew & passenger accommodation have been dealt with, some have been recorded on Underwriter's Surveyor's report.  
 The indented & buckled plating as mentioned in the S.R. text now examined & found efficient.

*Ad.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Stockport, State Mechanical Dept.