

Rpt 8.

B. C. SHIP

(Received at London Office

10 SEP 1952

No. 79159

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19-8-52. When handed in at Local Office 25-8-52 Port of Glasgow.

No. in Survey held at Glasgow Date, First Survey 29-12-50 Last Survey 14-7-1952
Reg. Book. on the Wood, Iron or Steel S.S. "CAPTAIN HOBSON" (EX. AMARAPPOORA)
SUPPLEMENT 90510 (No. of Visits 152)TONNAGE: — Built at Dumbarton By whom W. Denny & P. & Co. Ltd. When 1920 MONTH 7
GROSS 9306 Owners Ministry of Transport. Owners' Address
UNDER DK. 6748 Managers P. Henderson & Co. Port belonging to Glasgow.
NET 5358Surveyed Afloat or in Dry Dock? Afloat. Name of Dock Afloat Queen's Dock & P. & Co. Dock.
Cell DBor DBa feet; uE & B. feet; J. fee
total capacity tons. FPT tons; APT tons; MT feet tons.
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. 4619 Port P.S.D.

(Periodical Surveys, when held, must be reported in detail and serially 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.

In 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.

Society's Freeboard (if assigned), as painted on Ship and now verified 9 ft. 9 1/2 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY, OIL FUEL CONVERSION & ALTERATIONS.

Vessel placed in dry dock, bottom & molder cleaned, examined, recoated & now satisfactory.

Rudder lifted, now satisfactory & replaced.

Holds, tween decks, fore & aft peaks & spaces above, double bottom tanks, deep tanks, group F.W. Tanks and oil fuel tanks, settling tanks, engine & boiler spaces and under boilers cleaned & examined.

Pipe casings & cement chocks removed.

Framing & internal surfaces of shell cleaned & recoated as necessary.

Timbers removed & ridges examined.

Shell plating in way of side lights examined.

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

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	
Caulking of Decks	Good	Coffing		Coal Bunkers, Openings, Covers, &c.		(State if on Felt.)	
Paintings	Good	Cement or Asphalt	Good	Oil Bunkers	Good	When fitted, Month	Year
Seams & Fastenings	Good	Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
" " In way of sidelights	Good	Windlass	Good	Hatches	Good	Condition, how ascertained	By examination
Frames	Good	Have pumps been examined and found efficient?	Yes	Planking		(State if wedges removed.)	Yes
Reverse Frames	Good	Have Shute Valves been examined and found efficient?		Caulking		Equipment letter	C 40
Longitudinals		Have Watertight Doors been examined and found efficient?	Yes	Treenails		Anchors, No. of	3B, 15
Transverse		Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson		Cables (State if now ranged)	Yes
Doors	Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches		" length 300 ft. mean diam.	28 1/16
Windows	Good	Doubling Plates under Sounding Pipes	Good	Timbers of Frame at openings		" Rule length 300 ft. size	28 1/16
Fingers	Good			" " at other places		Chain Locker	Good
Inner Bottom Plating	Good			Stringers, Clamps & Shelves		Hawsers & Warps	Good
Have the Tanks been examined internally?	Yes			Salting		Standing and Running Rigging	Good
Have the Tanks been tested?	Yes			State if examined.			

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 as No. 1-38."

This vessel is in an efficient condition & eligible in our opinion to remain as at present classed in the Register Book with fresh record of docking 6-52 and the notation of S.S. 945. 7-52 and A.S. 7-52, subject to Rudder mainmast & stem frame (FW 7-52) to be specially examined next drydocking.

Survey Fee (per Section 29) 82: 0: 0
REPAIRS 300: 0: 0
Special Damage or Repair Fee (if any) 600: 0: 0
O.F. CONVERSION 200: 0: 0
Traveling Expenses (if chargeable) 300: 0: 0
ALTERATIONS 200: 0: 0
Second Surveyor's Fee (if any) 250: 0: 0
LATE FEE 3: 3: 0

Fees applied for,

9 SEP 1952

Received by me,

19

J. A. Tait J. N. Russell
Surveyors to Lloyd's Register of Shipping.

H. A. Gibbs

Character Assigned 6, 52. Gls. subject
S. 11, 51 S.S. Gls - 7, 52
A.S. 7, 52.

M.B.S. 7, 52 without spl. cond.
Bldr. S. 7, 52
m.s.p. 2, 52.

Is certificate required? If so, to be sent to

003013-003017-0004/15

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

Shell plating drilled. (Particulars attached)
All double bottom tanks, keels, C.F. Tanks & settling tanks, deep tanks & group F.W. Tanks tested as required by the Rules & found satisfactory.
All broken & disturbed cement made good.
Pipe casings & liners replaced with part new material.
Cement chocks renewed.
Decks, beams, casings, fiddley, E.R. Skylight, bulwarks, house pipes, master rigging (see separate report), companionways, ship's side door, tunnel & general equipment examined.
Anchor cables examined, cables ranged.
Chain locker & fastenings examined.
Hatch covers & supports, tarpaulins, battens, cleats, vent coverings & covers examined.
Windlass, hand pump, air & sounding pipes, scupper & sanitary discharge pipes & valves examined.
Doubling plate found or fitted under all sounding pipes.
Bilge suction examined & tested.
W.T. Doors examined & tested.
Steering engine & its connections, quadrant and emergency gear opened up and examined.
Foreboard marks verified.
New load line certificates issued at this time.
All parts were examined found or placed in good condition.

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 "															
	Collection Weight															
	Stream.....															
	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 Cable.	Where and when tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.			
7787	5	2 1/2	112.5	157.5	19.0.24	15.3/3	✓	2 1/2	Stud Link	Woolrich & Co. Ltd.	Glasgow 13-12-51
25680	15	2 1/2	112.5	157.5	49.0.14	47.	✓	2 1/2	Stud Link	Woolrich & Co. Ltd.	W. W. Wright, Glasgow 27-12-51 R. J. Vignou.
Iron Stream Chain or Steel Wire											

REPAIRS—WEAR & TEAR (NOW DONE)

W^o 10 B.T.T. Plating
Drillings (P) Margin 39, 41. (S) Margin 42, 36.
1st strike inboard 45 1st strike inboard 40
2nd " " 40, 49. 2nd " " 50, 40.
1 Plate (P) Part doubled locally.
Margin plate aft (S) doubled locally.

"CAPTAIN HOBSON"

W^o 20 B.T.T. Plating.

Drillings (P) Margin 29, 38, 40, 52. 3 Margin plates part doubled.
1st strike inboard 32 1 Plate doubled.
2nd " " 36, 30, 33 3 Plates doubled.
3rd " " 19, 45, 35, 21 2 Plates doubled.
4th " " 50, 45, 36 1 Plate doubled.
Or Strake 44.

Drillings (S)

Margin 35, 37, 42. 3 Margin plates part doubled.
1st strike inboard 35 1 Plate doubled.
2nd " " 31, 35, 25. 2 Plates doubled.
3rd " " 40, 38, 25. 1 Plate doubled.
4th " " 50, 45.

W^o 30 B.T.T. Plating.

Drillings (P) Margin 43, 42. 3 Margin plates part doubled.
1st strike inboard 45, 52, 40. 1 Plate doubled.
2nd " " 40, 41, 37. Part double one plate.
3rd " " 40, 43. Centre strake 54-46
4th " " 57, 51.

Drillings (S)

Margin 50, 41, 45. 3 Margin plates part doubled.
1st strike inboard 42, 50. 1 Plate doubled.
2nd " " 40, 42. 2 Plates doubled.
3rd " " 38, 42. 1 Plate doubled.
4th " " 50, 55.

W^o 40 B.T.T. Plating

Drillings (P) Margin 40, 35, 37. 3 Plates part doubled.
1st strike inboard 26, 45, 48. 1 Plate doubled.
2nd " " 30, 25, 35. 1 Plate doubled.
3rd " " 33, 40, 35. 1 Plate doubled.
4th " " 42, 47, 52.
Or Strake 52.

Drillings (S)

Margin 35, 42. 3 Plates part doubled.
1st strike inboard 25, 50. 1 Plate doubled.
2nd " " 25, 24. 2 Plates doubled.
3rd " " 34, 30. 1 Plate doubled.
4th " " 40.

1 Sunset plate (P) Renewed.

W^o 50 B.T.T. Plating

Drillings (P) Margin 65, 64. Margin 68 in B.R.
1st strike inboard 62. Margin 68 in B.R.
2nd " " 45, 31. Centre strake 68-75 B.R.
3rd " " ✓ 1 1/2 plates renewed.
4th " " ✓ 2 Plates renewed.
2 plates renewed.

"CAPTAIN HOBSON"W^o 5 D.B.T.T. Plating

Drillings (S)

Margin 58, 68.

68

1st strike inboard 58, 68.2nd " " 38, 50.

1 1/2 Plates renewed.

3rd " " ✓

2 Plates renewed.

4th " " ✓

2 Plates renewed.

W^o 6 D.B.T.T. Plating

Drillings (P)

Margin 50, 42.

1 Plate part doubled.

1 1/2 under ang.

1st strike inboard 52, 37.

1 Plate part doubled.

2nd " " 60, 47.3rd " " 54.

Drillings (S)

Margin 13, 50, 68.

2 Plates part doubled.

1st strike inboard 30, 38.

1 Plate renewed + 1 Plate part doubled.

2nd " " 50, 07.

2 Plates renewed.

3rd " " 45, 52.

Doubled locally.

2 Sunset plates renewed.

W^o 7 D.B.T.T. Plating

Drillings (P)

Margin 37, 33, 45.

2 Plates part doubled.

1st strike inboard 40, 50.2nd " " 37, 39.3rd " " 32, 41.

1 Plate renewed + 1 part doubled.

4th " " 45.

Drillings (S)

Margin 38, 43.

1st strike inboard 46, 36.2nd " " 40, 45.3rd " " 43.4th " " 45.W^o 8 D.B.T.T. Plating

Drillings (P)

Margin 27, 45.

2 Plates doubled.

1st strike inboard 29, 40.

1 Plate part doubled.

2nd " " 22, 36.

1 Plate doubled + 2 part doubled.

3rd " " 43, 50.

Drillings (S)

Margin 30, 45.

2 Plates part doubled.

1st strike inboard 25, 40.

1 Plate part doubled.

2nd " " 40, 34.

1 Plate doubled.

3rd " " 50, 45.W^o 9 D.B.T.T. Plating

Drillings (P)

Margin 40, 52.

1st strike inboard 45, 43.

Sunset plate renewed.

Drillings (S)

Margin 35, 50.

1 Plate part doubled.

1st strike inboard 37, 50.

Sunset plate part renewed.

"CAPTAIN HOBSON"W^o 1 D.B. Tank (Internal)

P+S outboard girder part doubled at aft end.
 all cement on bottom removed.
 Approx. 1150 Defective bottom rivets renewed.
 " 209 rivets set up. ✓

W^o 2 D.B. Tank (Internal)

all cement on bottom removed
 Approx. 1640 Defective bottom rivets renewed.
 " 319 rivets set up.
 Side girder bottom angles (S) part renewed.
 Cement relaid. ✓

W^o 3 D.B. Tank (Internal)

Top angles of side girder P+S under pillars at floors 107 & 108 Welded.
 all cement on bottom removed.
 P+S side girder bottom angles part renewed.
 Approx 1692 Defective bottom rivets renewed.
 " 267 rivets set up. ✓

W^o 4 D.B. Tank (Internal)

Side girder (S) for 88-91 Part doubled.
 all bottom cement removed.
 Side girder (P) for 88-89 Doubled. ✓

W^o 5 D.B. Tank (Internal)

(SS) Side girder for 84-86 and 74-80 Renewed.
 " " for 87-88 fitted with 5"x3" toe welded stiffener
 Vert. B.A. connections of skeleton floors to side girder for 79-85 Renewed.
 2'-5"x3" toe welded stiffener fitted to floors 80 & 87 outboard of girder.
 Angle stiffener on floors 75, 76 & 78 inboard of girder Renewed.
 Skeleton floor plate to C.G. at for 77, 79 & 81 Renewed.
 Floors 80, 82 & 86 inboard of girder Groped & part renewed.
 Struts on floors 77, 79 & 83 Renewed inboard of girder.
 (PS) Side girder for 86-87, 74-74, 79-80 Renewed. ✓
 Side girder for 87-88 fitted with 5" angle stiffener
 Stiffener of floors 76 and 78 inboard of girder Renewed.
 Struts on floors 77, 79 & 85 " " " "
 Floors 80 and 86 " " " Groped & part renewed.
 Angle stiffener on floor 82 fitted.
 all cement on bottom removed.

W^o 6 D.B. Tank (Internal)

Engine holding down bolts overhauled.
 Rivets thru vert. leg. of C.G. top angles worn — toes of top angles P+S welded
 full length and rivets also welded.
 Bottom cement part removed & relaid.

"CAPTAIN HOBSON"W^o 7 O.B. Tank (Internal)

Floor 58 to 62 P+S Part doubled.

Bottom cement part removed & relaid.

W^o 8 O.B. Tank (Internal)

Bottom cement part removed & relaid.

Floor .30 and .33

Frames .45

Rev. fr. .45

W^o 9 O.B. Tank (Internal)

Bottom cement part removed & relaid.

Group F.W. Tanks aft (Internal)

Workplate hhd 14 (P) — face part fitted on one stiffener

" " 14 (S) — Gus butt part released & re-riveted at face
part fitted on one stiffener

Release & re-rivet tie plate to tunnel escape trunk.

Aft Peak (Internal)

Tank top plating .42.

Fore Peak (Internal)

Release & re-rivet lower side stringer to hhd 162 P+S.

Fore deck tank (New O.F. Bunker)Steel frs 89 to 99 P+S and rev. fr — Renewed to 2nd Deck.

Fr drilled (P) .18 to .27

(S) .20 to .34.

Aft deck tank (Internal)

Fr drilled (S) .40 to .46

(P) .37 to .45

Margin plts .31.

W^o 1 Hold

Fr drilled (S) .26 to .45 (P) .28 to .45

5" x 3" Rev. bar fitted on frs 133-144 P+S.

Fr. 134 (S) Cracked & part renewed.

Gusset plate (S) .36.

Fore deck girder (S) Additional lugs fitted on trussing plts.

Lower side stringer (S) frs 149-155 Part double

Upper " " (S) " 146-157 Part double.

Fore deck beam knees frs 133-144 P+S Renewed.

Margin plts frs 145-156 (S) Renewed.

" " frs 149-156 (P) Renewed.

"CAPTAIN HOBSON"No 2 Hold.

7m drilled (P) .50-.52 (S) .50-.52. 50

Margin struts fr 127-131 P+S & on fr. 125 (P) Part doubled.

Fr. 114 (S) Part doubled.

Rev. fr. 114-116, 118-125 and 127-131 P+S Cropped & part renewed.

No 3 Hold

7m drilled .36-.42. 50

Gunnet plate (S) .34

Margin struts fr 101-106 and 108-112 P+S Part doubled.

Boiler Room

fr 80, 82 and 83 (S) Plate strap fitted in corner of fr.

fr 79-84 (P)

Plate strap fitted in corner of fr.

Fr 81 (S) Cropped & part renewed.

Fr 79-84 (P) Flat bar welded to rev. fr.

Fr 80, 82 & 83 (S) Rev. fr cropped & part renewed.

Engine Room

Welded plate strap fitted in corner of fr 64-73 (S)

Rev. fr. 64-73 (S) Cropped & part renewed.

Margin struts fr 64-73 (S) Renewed.

Tunnel

Flat bars welded to 4 rev. fr in tunnel wall.

3 joon in tunnel wall stiffened by horiz. bulk angles.

No 6 Hold

Fr .36-.50.

Fr 47 & 48 (P) Cropped & part renewed.

Rev. fr. 32-36, 38-44 and 46-48 P+S Cropped & part renewed.

Margin struts 32-36, 38-42 P+S Part doubled.

No 7 Hold.

Fr .40-.53.

Rev. fr. No 20 (P) Cropped & part renewed

" " No 21, 23 and 25-30 P+S Cropped & part renewed.

Margin struts No 20 P+S and No 21 (P) Renewed.

" " No 21 (S) Part doubled.

" " No 22, 25-30 P+S part doubled.

Fore Peak Store

Rev. fr. 161 (S) and fr. 164 (S) Cropped & part renewed.

Chain Locker

Bottom plating doubled.

P+S side stringer Cropped & part renewed.

Spurling like angle collar to chain locker top & upper deck (S) released & re-ripped.

No 1 Lower Tween Deck.

12"x1/2" continuous length welded plate

strap fitted edge on to lower deck along face of

side fr 132-157 P+S (Welded to deck & fr.).

No 1 Upper Tween Deck.

12"x1/2" continuous length welded plate

strap fitted edge on to 2nd deck along face of

side fr 132-157 P+S (Welded to deck & fr.).

"CAPTAIN HOBSON"No 2 tween decks.

Plate straps fitted in bosum of frs 114-116 P+S
at 2nd deck level.

No 3 tween decks

Frames 100-112 P+S Cropped & part renewed.

No 4 tween decks

Frames drilled . 27 - 37. ⁴⁵

Rev. bars fitted on frs 89-92 and 94-95 (P)
also on frs 89-96 (S)

Tween decks above Boiler Em.

Welded plate straps fitted in bosum of
frs 76, 78 & 80 (P) and 75, 79, 82 & 86 (S)
frs 79 & 80 (S) Faired in place.
Fr. Plate to 2nd deck 75-78 (P) and 75-80 (S) Renewed.
3" Flat fitted to Plate on opposite side of flange frs 81-85 (S)

Refig. Chambers (P)

Welded plate straps fitted in bosum of
frs 65-69 & 71-73 at level of 2nd deck.
Fr. 70 Cropped & part renewed.

Tween decks above aft deep tank.

Fr 55 (S) Cropped & part renewed & Plat.
to 2nd deck renewed.

No 6 tween decks.

9"x1/2" continuous length. welded plate strap
fitted edge on to 2nd deck along face of side frames
31-49 P+S (Welded to deck & frs.)

No 7 tween decks.

9"x1/2" continuous length. welded plate strap
fitted edge on to 2nd deck along face of side
frames 17-31 P+S (Welded to deck & frs.)

Bridge tween decks.

Welded plate straps fitted in bosum of
frs 73 & 79 (S) at level of upper deck.
Beam brace at fr. 74 (S) Renewed.

Crew Space (upper deck aft.)

Welded plate straps fitted on frs 8-14 and
19-22 P+S at upper deck level.

Shell Plating

No from Forward.

Starboard side

Shell plates B1, B9, B10, F2, H8, K1 and doubling
on K1 Renewed.

Shell plates D1, H3, H4, H9 and J1, J4 and J5 Cropped &
part renewed.

Shell plates D10 and J10 Part doubled.

2 Plates on Distra in way of No 3 D.B. Tank have
plate edges welded.

No 1 keel plate

Cropped & part renewed.

"CAPTAIN HOBSON"Shell PlatingPort side.

Shell Plates B8, F2, H3, H6, H8 and K8 Renewed.

Shell Plates D1, D7 and H7 Cropped & part renewed.

Shell Plates J4 and J5 Removed, joined & refitted.

H4, H5 & J3 Joined in place.

B9, C5, D2, D10 and H11 Part doubled.

6"x1/2" plate strip (welded) fitted at lower deck

level in way of cement chocks on shell plate H2 (P)

3 stem counter plates Cropped & part renewed.

4th strake below bridge deck sheerstrake part doubled in way of ark shoot.

Approx 100 Bottom shell plates sealed.

Shell plating drilled see attached sheet.

Bilge keel

Bilge keel (S) Cropped & part renewed.

AnchorAnchor crown shackle pin (S) and anchor shackle
pin (S) Renewed.Cable.1 Length of anchor cable and short length of anchor
cable (C) Removed see page 1 for particulars.Rudder

Pittings in rudder mainpiece built up by welding & buffed smooth.

Pittings in heel of stemframe built up by welding &
buffed smooth.

Rudder plate part doubled.

3 Pinholes built up by welding & machined.

It is submitted that Rudder mainpiece & stemframe (EW 7-52) be
specially examined next drydocking.

"CAPTAIN HOBSON"W.T. Bulkheads

W.T. Bulk. 162

2 Plates renewed.

W.T. Bulk 157

Drilled & found satisfactory.

W.T. Bulk 132

Wing plate (S) Cropped & part renewed.

Wing plate (P) Part doubled.

W.T. Bulk 113

Drilled & found satisfactory.

1 stiffener plate to tank top renewed
and 15 plates part doubled.

W.T. Bulk 63

Wing plates P+S cropped & part renewed.

W.T. Bulk 49

Drilled & found satisfactory.

W.T. Bulk 31

4 stiffener plates to tank top renewed.

W.T. Bulk 9

Drilled & found satisfactory.

'Tween deck bulk 132

Wing plate (S) Cropped & part renewed

Wing plate (P) Part doubled.

Bottom strake of plating (P) Part doubled.

'Tween deck bulk 88

8 Plates renewed.

1 Plate part doubled.

'Tween deck bulk 74

Bulk plate (S) Part doubled.

'Tween deck bulk 63

Part doubled (P)

'Tween deck Bulk 49

Wing plates (P+S) Cropped & part
renewed.

'Tween deck Rv. Rm. Casing.

2 Plates P+S doubled

1 Plate (P) Part doubled.

'Tween deck E.R. casing.

Casing plate (P) doubled

& 10 stiffeners cropped & part renewed.

Fore Bulk

Upper part of bulk plating cropped & part renewed.

Bridge Front Bulk.

Bottom strake part doubled.

Plating in way of steam pipes part doubled.

Bridge Deck House SidesSide plating P+S cropped & part renewed
and circular doublings fitted at corners of
windows at fore end of house P+S.No. 1 Hatch Coaming (P)

Part doubled.

Casing top

Part doubled.

Fore deck.

Stringer plate P+S part doubled full length.

Wood deck renewed.

Boat deck.Boat deck plating for 112-113 renewed for full width
of deck.

Wood deck part renewed.

"CAPTAIN HOBSON"Promenade Deck.

Stinger plating P+S Renewed

2nd strake inboard (S) fr 68-80B, Renewed.

" " (P) fr 75-113 Renewed

3rd " (S) fr 88-94 Renewed

" " (P) fr 83-93, 110-113 Renewed.

4th " (P)+(S) fr 105-113 Renewed.

Wood deck part renewed.

Poof & Bridge Decks

Bridge deck drilled abreast casing, drillings satisfactory.

1 Stinger plate (P) cropped & part renewed.

Drillings (P) Stinger .65 (S) .60

1st strake inboard .42 (S) .372nd " " .41 (S) .413rd " " .64 (S) .62Poof Pl.

Stinger plate at counter

2 Plates renewed.

2 Plates part double.

2 strake between fr 12-17 Renewed.

1st strake from £ (P+S) between fr 12-20 Renewed.2nd " " (P+S) " " 12-26 Renewed.Upper DeckPlatingCrews Quarters aft.

Stinger plate at stem renewed

Stinger plate (S) fr 3-18 Renewed.

£ strake fr 2-13 Renewed.

1st strake from £ to (S) aft end to fr 13 Renewed.2nd " " " fr 6-16 Renewed3rd " " " fr 1-23 Renewed4th " " " fr 10-19 Renewed.

Stinger plate (P) fr 6-15 Renewed.

1st strake from £ to (P) aft end to fr 13 Renewed2nd " " " aft end to fr 16 Renewed.3rd " " " fr 7-13 and 19-23 Renewed4th " " " fr 10-14 Renewed.Upper deck drilled in way of H.C. 6 Hold & found satisfactory.Drillings

Stinger .90

2nd strake inboard .773rd " " .90

Or. Plating .35

Upper deck Stinger plate (S) fr. 77-83 Drilled.

1st strake from £ P+S fr 87-92 Cropped & part renewed.2nd " " £ (S) fr 63-86 Renewed and fr 88-91 (P) Bolted3rd " " £ (S) fr 95-99 Renewed.4th " " £ (S) fr 94-98 Renewed.

"CAPTAIN HOBSON."Upper Deck Plating

Deck Plating Drilled for 105-106(P) and 96-98 (S)
and found satisfactory.

Drillings (P) Stinger .45 ✓
1st strake inboard .44 ✓
2nd " " .44 ✓

Drillings (S) Stinger .50 ✓
1st strake inboard .44 ✓
2nd " " .40 ✓
3rd " " .44 ✓
4th " " .40. ✓

Within line of latches .40. ✓

Upper deck fore well. Plating drilled & found
satisfactory. Wood deck renewed.

2nd Deck Plating

Stinger plate for 10-18 P+S Doubled.

Deck plating immediately aft of bed 31 P+S cropped
& part renewed.

Deck plating drilled in way of W-6 Hold & found satisfactory.

Drillings (S) Stinger .49 ✓ (P) .46 ✓
1st strake inboard .36 ✓ (P) .40 ✓
2nd " " .39 ✓ (P) .40 ✓
4th " " .37 ✓ 3rd strake inboard (P) .35. ✓

Deck plating drilled in way of aft deck tank.

Drillings :- Stinger (P) .28, .40, .45 (S) .29, .40 ✓
1st strake inboard (P) .40 ✓ (S) .40. ✓
2nd " " (P) .40 ✓
3rd " " (P) .40 ✓

Stinger plate P+S for 49-60 part doubled.

2nd deck plating in way of Refrig. chamber port side

of Eng. Rm. 1st strake inboard of stinger for 63-74 Renewed.

2nd " " " for 63-71 Renewed

for 71-74 Doubled.

3rd " " " for 61-68 Renewed.

2nd " " " (Starboard) Part doubled.

2nd deck plating drilled in way of Boiler Rm.

Drillings Stinger (S) .28-.49 ✓ Part double for 74-86

1st strake inboard (S) for 74-88 Renewed.

2nd " " (S) .50 ✓

3rd " " (S) .32-.51 ✓ Part doubled for 74-79 & 85-88

4th " " (S) .32 Renewed for 85-88

4th strake .20 Renewed for 85-88.

4th strake inboard (P) .28 Renewed for 85-88.

3rd " " (P) .31-.46 ✓ Part doubled for 74-77 & 85-88

"CAPTAIN HOBSON"
2nd deck plating

2nd strake inboard (P) .53 ✓

1st " " (P) Renewed fr 74-88

Stringer (P) .30 — .40. Part doubled fr 79-81 & 86-88.

2nd deck plating fr. 88 to aft end fr. 100. renewed completely for full width of ship.

2nd deck plating drilled fr 106-108.

Drillings (S) Stringer .40 — .45 ✓

1st strake inboard .40 ✓

(P) Stringer .45 ✓

1st strake inboard .40. ✓

4th " " .34. ✓

2nd deck plating in way of No 1 hold.

Stringer (S) fr 132-157 Cropped & part renewed.

2nd strake inboard (S) Cropped & part renewed locally.

Stringer (P) fr 132-157 Cropped & part renewed.

2nd strake inboard (P) Cropped & part renewed in way of hold 132.

Orlop Deck.

Stringer P & S Doubled fr 132-157.

Plating fr 132-133 cropped & part renewed full width of ship.

Rivets in deck plating seam in line with hatch side (S) cut out & renewed.

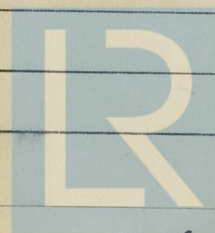
S.R. List

Test B.R. D.B. Tanks on return U.K. from present voyage (750) tanks not to be pressed up until repaired.

Permanent repairs carried out at this time, tanks tested & found satisfactory. It is submitted that this item be deleted from the S.R. List.

Vessel undocked

8-6-52



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0064

12/15

"CAPTAIN HOBSON."

Gil Fuel Conversion

List of approved plans :- Gil Fuel cross members.
 Key to oil fuel cross members.

Sent Records
 31/10/52

Plating and stiffeners of existing P+S long beds 74-88 cut away and part renewed.

New bulkhead fitted at fr. 81. P+S.

Existing bulkhead at fr. 88 completely cut away & renewed.

New work bed fitted at fr 96 cr, bed O.T. at P+S sides.

Existing bed at fr 100 part cut away and new bed fitted at fr. 104.

Tank top plating fr 88-104 renewed and part renewed fr 74-88 P+S.

New long bed fitted P+S fr 88-104.

New beds fitted fr 92 & 100 at P+S sides.

6" vertical angle struts fitted in double bottom under beds 92 & 96.
 Struts also fitted to double bottom floor 103 to take brackets to bed 104.

Pipe tunnel fitted fr 88-104 through O.F. lumber.

Gil fuel gutterway fitted in boiler room.

Section 20 of the Rules has been complied with as far as it applies.

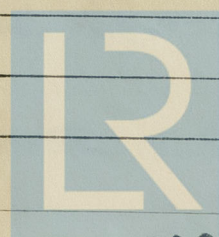
No 1, 3, 4 & 5 D.B. Tanks now carry oil fuel.

Seams of tank top plating of No 3, 4 & 5 D.B. Tanks welded.

Cofferdams fitted at fr 132-133 and 113-114.

All air pipes from oil fuel tanks fitted with wire gauze.

All oil fuel tanks tested as required by the Rules & found satisfactory.



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0064 13/15

"CAPTAIN HOBSON"Alterations.List of approved plans:—

Plan of Stairway
Stores & oil filling doors
Fan house & sewage comp't. in Nos 3 & 6 Holds
Houses on Poop Deck (Sheet 1)
Houses on Poop Deck (Sheet 2)
Steel deck aft over Houses on Poop.

Capacity plan.

Ship was originally fitted out to carry displaced persons. Displaced persons accommodation completely gutted.

New accommodation fitted throughout to carry approx. 581 emigrants to New Zealand.

Existing ship's side doors welded up and new doors fitted as shown on approved plan.

Permanent Ballast placed in Nos 1, 2, 3, 6 & 7 holds (see capacity plan). Tank top plating under ballast coated with bitumastic.

No 1 Hatch trunked between upper & 2nd decks, Hatch part plated over & plating adequately supported at upper, 2nd & 3rd decks, wood sheathed at upper deck.

No 2 Hatch trunked between upper & 2nd decks, Hatch part plated over & plating adequately supported at upper & 2nd decks, wood sheathed at upper deck.

Nos 3 & 4 Hatches completely plated over at all decks and plating suitably supported.

No 5 Hatch ^{part} plated over at upper deck and completely plated over at 2nd deck, plating suitably supported.

Nos 6 & 7 Hatches trunked Bridge deck to 2nd deck and part plated over at upper & 2nd decks, plating suitably supported.

Existing ship's side valves & sidelights plated over as required and new openings cut.

Boat deck in way of cinema lounge supported by additional pillars & girders.

New stairway opening cut for 100-103 in Prom., Bridge & upper decks. Openings doubled at corners as required and pillars fitted (see approved plan).

Additional domestic refrig. chambers fitted (P) for 74-97 on 2nd deck.

Sewage comp't. fitted in Nos 3 & 6 Holds (see approved plan).

New houses on Poop deck fitted. (see approved plan).

W.T. Door fitted at Bld. 63 (S) in tween decks and at Bld 88 (P) in tween decks, doors operated from above freeboard deck, open & shut indicators fitted.

Frame plate to 2nd deck for 49-63 cut to suit position of beds, suitable compensation fitted.

"CAPTAIN HOBSON."Alterations (Contd.).

Frame & plating to upper deck for 23-54 modified as required to suit beds, & plating suitably compensated.

Pillars in Bridge 'tween decks for 23-54 P&S repositioned and adequate compensation provided.

Wood spanning fitted in No 1, 2 & 6 holds and also in No 1 lower 'tween decks. Ash sheet removed & opening in shell plated over.

D.B. Tank Capacities. (See capacity plan).

No 1 D.B. Tank.	118 Tons Oil Fuel. (only)
No 2 " "	210 Tons Fresh Water. "
No 3 " "	170 Tons Oil Fuel "
No 4 " "	165 " " " "
No 5 " "	195 " " " "
No 6 " "	128 Tons Fresh water. "
No 7 " "	195 Tons Fresh Water "
No 8 " "	181 " " " "
No 9 " "	57 " " " "

Particulars for Register Books.

Length of double bottom as before.

Aft Deep Tank 42'-0" , 1310 Tons F.W. (only)

Group F.W. Tanks 14'-6" , 90 Tons F.W. (only)

Oil Fuel Cross Bunkers 48'-0" , O.F. "

" " P&S side bunks 42'-0" , O.F. "



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