

Rpt. 8

Port Liverpool

No. 148125

Date of writing Report 14. 11. 57.

When handed in at Local Office 16-11-57.

Received London 4 DEC 1957

Survey held at Birkenhead & Liverpool. No. of Visits 5.

First Date 9.10. 19 57.

Last Date 30/10/57.

# REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.

No. in R.B.

13567

S.S.

"HILARY"

on the Iron or Steel M.S.

Built at Birkenhead

By Whom Cammell Laird & Co. Ltd.

Owners Booth S.S. Co. Ltd.

Owners' address (If not already in R.B.)

Managers

Port of Registry Liverpool

Surveyed Afloat or in Drydock Both

Name of Dock Bidston & Kings docks afloat & Birkenhead No.1 dry dock

Date of last examn. in Drydock 25. 10. 57.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 147

Port Liverpool

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to be completed and should be summarised at the end of the Report. The reasons for any repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which must be attached to this Report.

SHIP'S CLASS (If not already in R.B.) Date of Special and of Drydocking Surveys, etc.	Machinery
*100A1.with fbd. 6,57.	H.M.C. 4,56.
S.S. Ant(Dr) 4,56.	BS.M. 7,56. 7.57
	TS.CL. 3,56.
	S.p.s. 4,56.
	OF. 2,49.

Give date and references to any letters relating to this Report.

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for the purpose and to whom and why they were declined.

Freeboard as marked on ship and now verified ft ins

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

## EXAMINATION AND REPAIRS AS PER RULE FOR Docking & Alterations.

Repairs Wear & Tear. Port anchor crown ring securing bolts renewed.

A new bending shackle has now been fitted to the port anchor, for details please see report 8 (eq) attached.

No.7 shell plate from aft in 4th strake below sheer now fitted with welded doubling plate (externally) in way of local internal corrosion.

Rudder post streamline plate built up with welding at base.

### Endorsements.

"Shell plates pitted F8, s.s.; F.10, 13, 14, p.s."

The above plates examined & found to remain efficient, corrosion appears to be no longer active.

"Corroded rivets p&s in F & G strakes to be kept under observation"

The seams affected have now been scaled and a large number of corroded rivets p&s have now been built up with welding.

However a large number of rivets remaining show lesser corrosion & it is recommended that the above endorsement remain against the ship's class.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes

If so, is the Report sent now, or when will it be sent?

Is Classification Certificate required? If so, to be sent to

Has Interim Certificate been issued? Yes.

### GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship, so far as now surveyed, is eligible in my opinion to remain as now classed in the Register Book with fresh record of D.S. 10,57.

Endorsements as previously noted.

The notation - "Spar Deck in No.4 hold suitable for light cargoes only." to be inserted in the Register Book.

Surveyor to Lloyd's Register of Shipping

Date of Committee

Minute

LIVERPOOL

3 DEC 1957

D.S. 10.57

Noted with endorsement



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TABLE 1

Docking & Alterations. SURVEY

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.		F.P. Tank		
Rudder lifted	No.		A.P. "	No.	Yes, No. 7 D.B. p&s (bilges & in way of manholes only)
Weather Decks, Superstructures and Casings	Yes.		D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing appliances	Yes.		Fresh Water Tanks		
Companionways and closing appliances	Yes.		Deep Tanks		
Holds	Yes, No. 4 hold partly examd.		Oil Fuel Bunkers and Settling Tanks		
Tween Decks	No.		Side Tanks		
Fore Peak Spaces	No.		Wing Tanks		
After "	No.		Other Tanks		
Engine Space	No.		Cargo Tanks (Tankers)		
Boiler	No.		Cofferdams		
Under Engines and Boilers	No.		Pump Rooms		
Tunnel and Well	No.				
Coal Bunkers	No.				
Chain Locker	No.				
Other Spaces	No.				

Have Tanks now Examined been Cleaned as Necessary? Yes.

Have Struts in Cargo Tanks (of Tankers) been removed? Yes.

Have Tanks been Retested as necessary after completion of any Repairs? Yes.

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Yes.

Have the bilges been cleaned out and examined? Yes.

Has steelwork had rust removed and afterwards been recoated as necessary? Yes.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? Yes.

Has a Load Line Survey been held? No. If so, state which.

Have the shell and deck plating been drilled as per Rule? No. If so, report details in body of Report.

Have any alterations to the approved scantlings and arrangements now been effected? Yes. If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good.	Ceiling and Cargo Battens	Good.	Sluice Valves examined and found	None. Good.
" " in way of side scuttles	not examd.	Cement or Asphalt	Good.	Air and Sounding Pipes	not examd.
Rudder and Sternframe	Good.	Cargo and other Hatchways	Good.	Doubling Plates under Sounding Pipes	Good.
Decks	Good.	Hatches and closing appliances	Good.	Masts and Rigging examined and found	Good.
Superstructures and their closing appliances	Good.	Ventilators, their coamings and closing appliances	Good.	Condition, how ascertained (State if wedges removed)	from deck.
Coamings and Casings	Good.	Companionways and Skylights	Good.	Chain Locker	not examd.
Beams and Fastenings	not examd.	Shell Openings	Good.	EQUIPMENT	
Frames	Good.	Ash Shoots	None.	Equipment Letter	b f
Reverse Frames	not examd.	Overboard Discharges and Scuppers	not examd.	Anchors, No. of	3B 1S Condition Good.
Longitudinals	not examd.	Freeing ports	Good.	Cables (State if now ranged and examined)	Yes, partl
Transverses	not examd.	Steering Gear (Main and Auxiliary)	in good order	" length stated, mean diam.	complete
Floors	not examd.	examined and found	in good order	" (on board)	300 Size 2 3/8"
Keelsons	not examd.	Windlass examined and found	not examd.	" Rule Length	300
Stringers	Good.	Pumps " " "	not examd.	Hawsers and Warps	Sufficient.
Inner Bottom Plating	Good.	W.T. Doors " " "	not examd.	State if any Anchors or Chain Cable have now been supplied or retested, if so,	Yes, port.
Bulkheads and Tunnel	Good.			complete Report 8(Eq) and attach.	bending sh

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No. 'A' See below over. 'B' yes, in part.

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee Alterations. £30-0-0

Special Damage or Repair Fee (if any) £10-10-0

Travelling Expenses (if chargeable) £12-2-0

Second Surveyor's Fee (if any)

Date when A/c. Rendered 27 NOV 1957

"HILARY"

Endorsements (Continued) "Port bulwark recess set in at after end."

The above item examined & found to continue efficient.

Alterations.

A new spar deck has now been fitted at the level of the tunnel top in No.4 hold and the hold has now been insulated.

The deck is formed of 5" x 2 1/2" Columbia pine spaced 2" apart laid fore & aft over 8" x 3 1/2" x 3 1/2" x .43/52 channel beams spaced every frame and bracketed to the tunnel top & shell frames. In way of the 15'-9" x 6'-0" access openings 1 p&s to the lower space now formed by the new deck, 9" x 3 1/2" x 3 1/2" x .54/52 channel girders have been fitted and the hatch end beams have been reinforced with 6" x 1/2" face plates all p&s. In way of 2 smaller openings forward (space for fan trunking etc.) the girders are 8" x 3 1/2" x 3 1/2" x .43/52 channels. A welded stringer plate 3' - 6" x 3/8" has been fitted over the beams p&s and is welded to the shell plating & beams. All as per approved drawing herewith attached.

Note. A notation is to be made in the Register Book regarding the above spar deck in No.4 hold for light cargoes.

A sea inlet box has now been fitted at the port side bilge strake at the after end of the boiler room. Box all welded & fabricated of 5/8" plate. Shell opening 15" x 18" & 15" x .75" shell compensation doubling fitted in way. All as per approved drawing herewith attached.

A 6" discharge valve has now been fitted p.s. at the forward end of the engine room in way of 2nd shell strake below sheer, valve gunmetal body & fitted to 1" pad spigotted thro' shell & welded.

Sea inlet box blanked & water tested to load water line & found satisfactory.

*J. Abbeys*  
14-11-57.

EM 900  
noted  
JK.  
110 DEC 1957

