

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 8th April 1950 When made in at Local Office 12 APR 1950 Port of LIVERPOOL

No. in Reg. Book 12432 Survey held at Liverpool Date, First Survey Jan 18th 1950 Last Survey 28th March 1950 (No. of Visits 11)

TONNAGE: GROSS 7420 UNDER DK. 6184 NET 4268 Built at Birkenhead. By whom Cammell Laird & Co. Ltd. When 1931

Owners Booth S.S. Co. Ltd. Owners' Address (If not already recorded in Appendix to Register Book) Managers - Port belonging to Liverpool.

Surveyed Afloat or in Dry Dock? Both. Name of Dock Brocklebank (Dry) Langton & Kings afloat. Destined Voyage

Cell DBor DBa feet; uE & B feet; f feet; total capacity tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER: * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B. if any).
*100A1 with Fbd.	*LMC 9,46.
1,49.	BS 2,49.
SS.BKN.-9,46.	TS CL 12,48.
Fitted for O.F. 2,49 etc.	

Last Report, No. 129441 Port Liverpool

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.

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. Offered

Society's Freeboard (if assigned) as 12 ft. 9 1/4 ins. painted on Ship and now verified

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION, DAMAGE & AFS.

CONDITION:- Vessel placed in dry dock bottom and rudder cleared examined and recoated, cables ranged. Generally examined the decks, casings, hatchways, ventilators closing appliances, windlass, steering gear and all found in placed in efficient condition.

W & T. Repairs:- Approx 20 pumbed rivets in butt of F stroke (SS amid). Built up by F.W. and a number of scattered shell rivets overhauled. A few loose studs in chain cables renewed. (See Continuation Sheet).

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	✓	✓	✓	✓	✓	✓	✓	Stem frame part renewed
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	and repairs effected to rudder
Fair'd or Repaired in place ...	✓	✓	✓	✓	✓	✓	✓	(See Report).

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks Efficient	Paint seen Efficient	Efficient	(State if on Port.)
Caulking of Decks "	Not Fair'd.	Not Fair'd.	When fitted, Month Year
Coamings "	"	"	
Beams & Fastenings Paint seen Efficient	Rudder Efficient.	Suppers Paint seen Efficient	Boats Not Fair'd.
Outside Plating Efficient	Steering gear and its connections "	Cargo Hatchways Efficient	Masts, Yards, &c. Efficient
" in way of sidelights Not Fair'd.	Windlass "	Hatches "	Condition, how ascertained from Deck.
Frames Paint seen Efficient	Have pumps been examined and found efficient? No	Planking "	(State if wedges removed.)
Reverse Frames Not Fair'd.	Have Sluice Valves been examined and found efficient? No	Caulking "	Equipment letter bt
Longitudinals None	Have Watertight Doors been examined and found efficient? No	Treenails "	Anchors, No. of 38-15.
Transverses "	Have Ventilators and their Coamings been examined and found efficient? Yes.	Breasthooks & Stimson "	Cables (State if now ranged) Yes.
Floors Not Fair'd.	Air and Sounding Pipes Paint seen Efficient.	Transoms, Pointers & Crutches "	" length 300 mean diamr. 2 5/16
Keelsons "	Doubling Plates under Scounding Pipes Not Fair'd.	Timbers of Frame at openings "	" Rule length 300 size 2 1/16
Stringers "		" at other places "	Chain Locker Not Fair'd.
Inner Bottom Plating "		Sirlingers, Clamps & Shelves "	Hawsers & Warps Sufficient
Have the Tanks been examined Internally? No.		Salting State if examined.	Standing and Running Rigging Efficient
Have the Tanks been tested? After Peak.			Sails None.

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."

This vessel so far as now seen is in our opinion in efficient condition and eligible to remain as classed with fresh record of Survey 3.50. subject to Antirust shell plating (p.r.s.c.) being dealt with by rest SS. but without other conditions Amendments (B) as previously recommended.

Survey Fee (per Section 29)	£ : : 14 APR 1950	Fees applied for, 14 APR 1950
Special Damage & Repair Fee (if any) (per Sec. 29)	£ 21 : 0 : 0	Received by me, 19
Travelling Expenses (if chargeable)	£ 5 : 5 : 0	Special Attendance
Second Surveyor's Fee (if any)	£ : : :	

Committee's Minute LIVERPOOL 118 APR '50 Character Assigned 3.50 LIV. Subject (With endorsement). B.S. 2.50.



Has a Survey also been held of the Machinery of the Ship? If so, is the Report sent now, or when will it be sent?

MADE AND PRINTED IN ENGLAND. 2000 3/48. - Transfer Ltd. (The Surveyors are responsible for the accuracy of the information supplied to the Committee's Minutes)

"HILARY"

Small fracture in outer plate (SS) weed out and E.W.

A few other minor repairs effected.

DAMAGE:- Stated due to grounding on the 7th March 1949 (See Liv Report No 128531 dated 4/49)

and grounding on the 15 to 19th May 1949. (See Liv Rpt. 129098 dated 7/49)

Found:- Stem frame, polepiece badly fractured (p.s) at ends of cheek plates and rudder post fractured between 2nd & 3rd gudgeons (p.s). Scaph on rudder post open and rivets slack and rudder coupling open on port side. All rudder bushes and pintles badly worn.

Rudder: Rudder plate fractured in way of bottom arm and 3rd arm from bottom, and 3rd arm loose on rudder post.

On turning the rudder over (rudder unshipped) for further examination the sling broke and the rudder fell causing a complete fracture in the 3rd arm near rudder post and in the rudder plate.

Now Done:-

After parting of stem frame, i.e. rudder post and pole piece renewed (Forged steel).

Rudder mainpiece together with 3rd arm and rudder plate renewed. All pintles renewed.

The rudder head was forwarded to the forge for alignment with the repaired rudder.

(See Forging reports and plan attached).

On completion of repairs the rudder was tried under working conditions and found satisfactory.

After peak tank pressure tested and found tight.

The bottom of the vessel was specially examined on account of the above groundings and no other damage was noted.

NOTE:-

The fractures in the rudder post, previously E.W. at Newcastle 1.49. (See New Rpt 1059+3). were examined and found efficient all new fractures being clear of the previous repairs.

A.F.S. carried out at this time and a few minor repairs effected. Report C11 (a) forwarded to London. Load line Certificate and Certified copy endorsed.

S.R.L:- Inspected shell plating (p & s a):- Examined found to continue efficient and not dealt with.

Stem frame E.W. 1.49. to be specially examined next dry docking and Dry docking (grounding) by 1.50:- None dealt with under damage above and it is recommended that these items be deleted from the S.R.L.

Endorsements (B):- Examined found efficient and not dealt with.

NOTE:- The vessel was in dry dock from the 17th Jan to 26th Jan and from the 27th Feb to 28th March 1950

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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