

29 OCT 1946

No. 124553

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 20.9.1946 When handed in at Local Office 20.9.1946 Port of LIVERPOOL

No. in Survey held at BIRKENHEAD Date, First Survey 14.10.45 Last Survey 18.9.46 19
Reg. Book. (No. of Visits 30)

75122 on the Wood, Iron or Steel S. HILARY

TONNAGE: — Built at BIRKENHEAD By whom CAMMELL LAIRD & CO. LTD. When 1931 MONTH 8
GROSS 7403 Owners 50074 S.S. CO. LTD. Owners' Address
UNDER DK. 6184 (If not already recorded in Appendix to Register Book)
NET 4350 Managers Port belonging to LIVERPOOL

Surveyed Afloat or in Dry Dock? BOTH Name of Dock C. LAIRD'S D.D. AND WET BASIN. Destined Voyage

Cell/Dor/Dba feet; uE & B feet; f feet
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. 119222 Port LIV

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.

YES NOT REQUIRED.

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

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

PAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE. CONVERSION AND SPECIAL SURVEY.

DAMAGE STATED TO HAVE BEEN CAUSED ON VARIOUS DATES WHILE ON OPERATIONAL DUTY.

NOW DONE - Vessel placed in dry dock, the shell plating and Rudder, cleaned, examined and recoated.

WELL DAMAGE 20 ft plate from aft in first below sheerstroke renewed.
PORT SIDE adjacent landing in main sheerstroke and in 2nd stroke below main sheerstroke released and faired in place.
1 Frame part renewed. 3 Frames crooked, part removed, faired and refitted.

Butt of two 5/6 plate in 2nd stroke below main sheerstroke released and faired in place.

SUMMARY OF DAMAGE REPAIRS: —	Shell Plates. 1 RENSBOG	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items: —
Renewed ...	2 PAIR RD.	1						P. TO
Removed and Faired or Repaired		3						PLEASE SEE RPT.
Faired or Repaired in place ...	4	3						

PRESENT CONDITION OF THE

Decks	GOOD	Bulkheads	GOOD	Engine Room Skylights	GOOD	Copper, or Y.M.	
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	
Amings	"	Cement or Asphalt	"	Oil Bunkers	NONE	When fitted, Month	Year
Stems & Fastenings	"	Rudder	"	Scuppers	GOOD	Boats	GOOD
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" " in way of sidelights	"	Windlass	"	Hatches	"	Condition, how ascertained	BY EXAM.
Stems	"	Have pumps been examined and found efficient?	GOOD.	Planking		(State if wedges removed.)	6 ft.
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	NONE	Caulking		Equipment letter	
Longitudinals	NONE	Have Watertight Doors been examined and found efficient?	YES	Treenails		Anchors, No. of	3. B. 15.
Transverses	NONE	Have Ventilators and their Coamings been examined and found efficient?	YES	Breasthooks & Stemson		Cables (State if now ranged)	YES
Decks	GOOD	Air and Sounding Pipes	GOOD	Transoms, Pointers & Crutches		" length 300 fms mean diam.	2 5/16
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings		" Rule length 300 fms size	2 1/4
Riggers	"			" " at other places		Chain Locker	GOOD
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Hawsers & Warps	"
Have the Tanks been examined Internally?	YES			Salting		Standing and Running Rigging	"
Have the Tanks been tested?	YES			(State if examined.)		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."

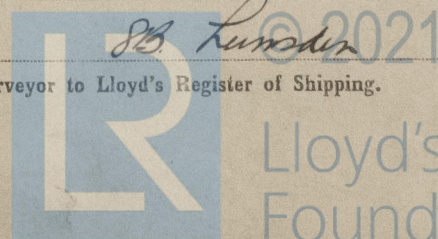
This vessel so far as now seen is in an efficient condition and eligible in my opinion to remain as classed, with fresh record of Survey 9.46 and to have the notation of S.S. Bkn. 9.46. Subject to Indented shell plating p/s being dealt with at owner's convenience, without special condition re Stimpson (E.W. 12.42) and Lamination of Fore and Main deck rivetting and caulking.

Survey Fee (per Section 29) £ 51 : 0 : 0 Fees applied for, 2 OCT 1946
Special Damage or Repair Fee (if any) £ 21 : 0 : 0 Received by me, 19
(per Sec. 29) CONVERSION 52 10 0
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
Committee's Minute

Character Assigned 9.46 BKN. Subject.
S.S. BKN. 9.46. + L.M.C. 9.46
T.S. 6.46.

CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

005307-005310-0076

STARBOARD SIDE No 4 plate from aft in 1st stroke below sheestroke
cropped and port renewed.
No 11 plate from forward in 4th stroke below sheestroke cropped
and port renewed.
3 Transoms fished in place. 2 Beam Transoms fished in place.

In addition to the foregoing repairs now carried out, the following
indented shell plates were noted, but have not been dealt with
at this time.

PORT SIDE F stroke has 1 and 7 plates. G stroke has 1 and 6 plates.
H stroke has 1, 2, 3, 4, 5 and 6 plates.
J stroke has 3, 4, 5, 6 and 7 plates.
K stroke has 4, 5 and 6 plates.
above plates numbered from forward.
J stroke has 2 and 4 plates numbered from aft.
K stroke has 1 and 4 plates numbered from aft.
2 Counter plates.

STARBOARD SIDE F stroke has 4 plate
H stroke has 1, 2, 3, 4 and 5 plates.
J stroke has 1 plate.
K stroke has 1 plate.
above plates numbered from forward.
J stroke has 3 and 4 plates.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			WEIGHT PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
62018	1st Bower	76	3	0	57	5	0	0	72	2			CRADLEY HEATH H. H. W. G. W. NORMAN
	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 Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stain- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
3045	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.	SPARKLES	N. HINGLEY & SONS	NETHERTON 24. 7. 42 H. MURPHY.
12293A.			112-10	157-10	3 0 10				FOR 2 1/2 CABLE		
			-	106 3/4	1 0 14				FOR 2 1/2 "	S. TAYLOR & SONS	LOW WALKER 19. 2. 1916 A. GREEN.
* DUPLICATE CERT. 16833 Iron Steam Chain or Steel Wire	✓	2 1/16	106%	149 3/8	11 3 14				2. MOORING SHIVERS	H. WOODS & CO.	CARSTAIR 5. 9. 46 J. PARSONS

K stroke has 4 & 5 plates. L stroke has 3 plate.
above plates numbered from aft.

nothing has been done to the foregoing plates at this time, but as
the efficiency of the vessel is not affected it is recommended that
some be dealt with at Owners convenience.

See Cont. Sheet 1

CONT. SHEET. 1

HILARY

CONVERSION. This vessel has been released from Admiralty Service after
duty as an operation headquarters ship, and returned to the
owners.

all defensive equipment and platforms, together with ammunition
stores, ready use lockers and special operational equipment have
been removed from the vessel.

The additional accommodation fitted by the Admiralty has been
stripped out, together with the remainder of the accommodation
and passenger spaces.

The trunked hatches where cut, have been refitted as formerly
and the hatchways where plated over have also been reinstated
and all missing hatchway beams replaced with new beams, to
original scantlings.

The wood covers at No 1 hatch on fore, deck and Nos 2, 3, 4 and 5
hatchways on upper deck have been replaced with M.E.P. patent
steel covers. See also Rpt. C.11. (contd).

The remaining tween deck hatches and bunker hatches have been
fitted with complete new sets of wood cover, battens etc.

New tarpaulins have been supplied for all hatchways.

all air pipe flaps, and bonnet vent covers have been renewed.

The existing wood wheelhouse and wing cabs have been replaced
with a new steel wheelhouse and wing cabs.

all lifeboats and Davits have been replaced as formerly
together with all stiffening etc., under davits.

New demichs have been supplied and all winches refitted.
Test certificates for new demichs attached to report.

Heavy plating fitted on Promenade deck removed and new wood
deck fitted as previously.

induc fitted in No 1 tank removed, and structure in way made
good as follows. - No 2 keel plate renewed.

Centre girder part renewed together with top bars.

3 Floor p.s. part renewed.

Patent plate fitted on tank top.

No 1 tank tested on completion of repairs and found satisfactory.

all Public Rooms, First class and Tourist class accommodation,
Store Rooms etc rebuilt to Owners amended plans and specifications.

SHL

See Cont. Sheet 2

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.