

22 MAY 1945

Rpt. 8.

(Received at London Office)

No. 12176

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 14th May 1945. When handed in at Local Office 14th May 1945. Port of MANCHESTER.

No. in Survey held at MANCHESTER. Date, First Survey 19. 9. 44 Last Survey 7. 5. 1945. (No. of Visits 64.)

89618. on the ~~Woods~~ Steel S.S. "FORT PERROT"

TONNAGE: — Built at Prince Rupert, B.C. By whom Prince Rupert D.D. & Shipyards. When 1944. 3. GROSS 7171 M.O.W.T. on bare boat charter Owners' Address Owners from Dominion of Canada. Managers Headlam & Son. Port belonging to LONDON. Irwell Pk. Whf, Salford

Surveyed Afloat or in Dry Dock? Both Name of Dock Docks & No. 1 Drydock, Destined Voyage

Cell/Dor/DBa feet; uE & B. M/C: f. feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 18330 Port Sou

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items pertaining 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

Society's Freeboard (if assigned) as painted on Ship and now verified } 10 ft. 6 3/4 ins.

Owners' Supt., Not required. Was a damage report made by anyone else? if so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, stated to have been caused by enemy action on 27th July, 1944 whilst on passage from Southend to Normandy Beaches in loaded condition (Torpedo hit in after hold (S.S.), subsequent fire, and grounding off Dungeness).

NOW DONE FOR DAMAGE. Vessel placed in drydock, bottom and rudder cleaned, examined and recoated. Decks, casings, hatchways, ventilators, windlass, after holds, mainmast and all after derricks, derrick fittings, standing and running rigging examined. Aft peak tank and Nos. 5 and 6 D.B.T.s cleaned out and examined internally. Keel sighted vertically and athwartships and found slightly set up in way of after hold. Riveting from after end of deep tank to stern hammer tested. The damage found to be as follows:— Large hole in starboard shell with adjacent plating and framing badly buckled and torn. Port shell in after hold also distorted and framing buckled. Upper deck and 2nd deck plating and beams in way of after hold badly buckled by explosion P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	32	40	4	8	41	9	34	Please see Report.
Removed and Fair'd or Repaired	2	4	17	14	15	—	2	
Fair'd or Repaired in place ...	8	10	2	—	14	3	20	

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good.		Good.		Good.		(State if on Felt.)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	—	When fitted, Month	Year
Coamings	"	Cement removed	"	Oil Bunkers	Good.		
Beams & Fastenings	"	Rudder	"	Scuppers	"	Boats	Good.
Outside Plating	"	Steering gear and its connections	See Rpt 9	Cargo Hatchways	"	Masts, Yards, &c.	"
" " In way of sidelights	—	Windlass	Good.	Hatches	"	Condition, how ascertained	From deck.
Frames	Good.	Have pumps been examined and found efficient?	No.	Planking	—	(State if wedges removed.)	
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	No.	Caulking	—	Equipment letter	at 2 1/16"
Longitudinals	—	Have Watertight Doors been examined and found efficient?	No.	Treenails	—	Anchors, No. of	2B - 18.
Transverses	—	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Breasthooks & Stimson	—	Cables (State if now ranged)	No.
Floors	Good.	Air and Sounding Pipes	Good.	Transoms, Pointers & Crutches	—	Stated complete.	
Keelsons	"	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	" length mean diam.	
Stringers	—			" " at other places	—	" Rule length size	
Inner Bottom Plating	Good.			Stringers, Clamps & Shelves	—	Chain Locker	—
Have the Tanks been examined internally?	See Rpt			Saiting	—	Hawsers & Warps	Efficient.
Have the Tanks been tested?	See Rpt.			(State if examined.)		Standing and Running Rigging	Good.
						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."

This vessel, in our opinion, is eligible to remain as classed in the Register Book with fresh record of survey 5,45 subject to cargo battens being completed in after holds and 'tween decks at first opportunity. The class of the vessel is also subject to bower anchor to supply and two bower anchors and stream anchor on board to submit to Statutory Test at end of present emergency.

Survey Fee (per Section 29)	£	:	:	Fees applied for,
Special Damage Record Fee (if any) (per Sec. 29)	262	10	0	21. 5. 19 45
Travelling Expenses (if chargeable)	1	4	4	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19.

LICENCE CASE. Committee's Minute. FRI. 15 JUN 1945

Character Assigned 5 45 Mch subject to Ack Mch S(N) 5 45 BS 5 45

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

016726-010726-0036 13

24350
30 MAY 1945

Yes. Now.

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

10m 1/13.—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is Certificate required? If so, to be sent to

S.S. "FORT PERROT"

NOW DONE FOR DAMAGE (CONTINUED). and fire, and all 'tween deck accommodation between bulkheads 11 and 40 completely burnt out. No.5 upper and 2nd deck hatch coamings badly distorted. No.6 D.B.T. top plating torn and distorted and floors in way (S.S) buckled. Tunnel crushed and torn. Bulkhead 40 and stiffeners in lower hold badly buckled (S.S) but very little leakage. Bulkhead 40 in 'tween deck badly warped by fire damage. Centreline bulkheads in after hold distorted. Mainmast house (S.S) slightly distorted by fire. No.5 derricks (1P and 1S) missing. Starboard raft skid in way of damage distorted and life raft missing. Cargo battens in after hold broken. No.5 2nd deck hatch beams badly bent and wooden hatch covers, etc., at No.5 upper and 2nd deck hatchway largely destroyed. Shell plates A.6 and B.3 from aft (P.S) slightly set up by grounding.

DAMAGE REPAIRS NOW DONE. (See also plans herewith of repairs to (1) Starboard shell plating, (2) Port shell plating, (3) Upper deck plating (4) 2nd deck plating, (5) Bulkhead 40). Riveting substituted for welding in various places at request of Repairers.

Abbreviations used:- O.F.R. = off, faired & refitted. F.I.P. = faired in place. All plates, frames, etc., numbered from aft, see also plans herewith.

Shell Plating: Keel strake, No.2 F.I.P., No.3 renewed. Starboard. "A" strake:- Nos.4 and 5 renewed. No.6 F.I.P. "B" " " No.1 renewed, No.2 F.I.P. "C" " " Nos.1, 2 and 3 renewed. "D" " " Nos.2, 3 and 4 renewed. "E" " " Nos.3 and 5 cropped and part renewed, No.4 renewed. "F" " " Nos.3, 4 and 5 renewed. "G" " " Nos.4 and 5 renewed, No.6 cropped and part renewed. "H" " " No.3 cropped and F.I.P. Nos.4 and 5 renewed & extended, No.6 cropped. "I" " " (Main sheer) Nos.4, 5 and 6 renewed. "J" " " No.4 renewed, No.5 cropped and part renewed, No.6 F.I.P. Port. "A" " " No.1 renewed and extended, No.2 cropped, No.3 F.I.P. "B" " " No.3 F.I.P. "C" " " Nos.2 and 3 cropped and renewed in 1 plate. "D" " " No.2 cropped and part renewed, No.3 renewed. "E" " " Nos.3 and 4 O.F.R. "F" " " Nos.3 and 4 cropped and renewed in 1 plate. "G" " " No.3 cropped and part renewed. "H" " " (Main sheer) Nos.3 and 4 F.I.P. "I" " " 1100 slack shell seam rivets renewed in vicinity of damage (P.S).

Main Frames: Starboard. No.17 F.I.P., No.18 O.F.R., Nos.19 to 39 inclusive renewed and fitted with total of 8 reverse frames to compensate for lighter scantling of new frames (Nos.20 and 34, in way of hatch end beams extend to upper deck) Port. Nos.18 and 19 O.F.R., Nos.20 to 28 inclusive F.I.P. 730 slack rivets in port framing from Nos.20 to 39 renewed. (Continued below)

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

ANCHORS.

Table with columns: Number of Anchors, Anchors, Weight of Stock, Description of Anchor, Makers, Where and when tested and Superintendent.

CHAIN CABLES.

Table with columns: Number of Cables, Length, Weight of Chain, Description, Makers of Cables, When and where tested and Superintendent.

'Tween Deck Frames. Nos.19, Nos.21 to 33 inclusive, Nos.35 to 39 inclusive renewed. No.41 O.F.R. The above 'tween deck frames all starboard side. No damage to port 'tween deck framing.

SEE FOLLOWER NO.1.

Handwritten signature: R.H.J. Jordan

S.S. "FORT PERROT"

DAMAGE REPAIRS NOW DONE (CONTINUED).

Nos.5 and 6 D.B.T.s:- Centre keelson plate F.I.P., plate and top and bottom angles cut, keel sighted vertically and slight set up found to have diminished. Centre keelson plate strapped and E.W., top and bottom angles cropped and part renewed with staggered butts E.W. Starboard floor plates Nos.19 to 28 inclusive and Nos.36 to 39 inclusive O.F.R. Nos.29 to 35 inclusive renewed. In way of above 17 reverse angles O.F.R. and 4 reverse angles renewed. 20 shell angles O.F.R. and 1 shell angle renewed. 15 vertical stiffeners to floors renewed. Floor end lugs fitted in tee-bar section. Port floor reverse angles Nos.31 and 35 F.I.P. No.40 tank end (S.S) cropped about 12" from centre line and renewed to margin with top and bottom angles and 4 vertical stiffeners in way.

Tank top plating:- Centre strake cropped between frames 19-20 and frames 39-40 and renewed in 3 plates. Starboard "A" strake Nos.1, 2 and 3 renewed. Port "A" strake Nos.1, 2 and 3 released as necessary and F.I.P. Starboard margin plate renewed from Frame 18 to new overlap between frames 42-43 in 3 plates with angle connection to tunnel recess and boundary angle to shell. Frame bottom brackets to tunnel recess top (S.S) Nos.16 and 17 O.F.R., No.18 renewed. Margin brackets Nos.19 to 39 inclusive (S.S) renewed with tee-bar connections to margin plate. Gusset plate (S.S) between tank top and margin brackets renewed from frame 18 to between frames 44-45.

Tunnel and Tunnel Recess, etc:- 3 shaft stools renewed complete with all angle connections. 1 shaft stool top plate and 2 corner angles renewed. All tunnel plating and stiffeners in No.5 hold renewed complete with foundation angles (P & S) and angles to tunnel recess and bulkhead 40. Total of 15 plates, 21 tunnel stiffeners and 4 back bars renewed. Nos.41 and 42 tunnel stiffeners F.I.P. and fitted with back bars. Tunnel recess front (S.S) cropped and part renewed, vertical stiffener and shell boundary angle in way renewed. Tunnel recess front (P.S) F.I.P. and shell angles fitted in way of new shell plating.

Bulkhead 40:- Shell boundary angle and connection angles to tank top and 2nd deck (S.S) renewed. All starboard plating and most of port side plating renewed. Total of 11 plates renewed and 1 O.F.R. 10 vertical stiffeners (S.S) with top and bottom brackets renewed and 1 vertical stiffener (P.S) cropped and part O.F.R.

Centreline Bulkheads:- Forward bulkhead No.5 lower hold renewed complete with top and bottom angle connections and corner angles to 40 bulkhead. Total of 3 plates, 5 channel stiffeners and brackets, and face channels. Centreline bulkhead aft 2 plates cropped and part O.F.R. and several brackets renewed.

2nd Deck Plating:- Numbered from about bulkhead 11 (See Plan). Centre strake:- No.1 plate (aft of No.5 hatchway) and No.2 plate (forward of No.5 hatchway) cropped and part renewed. Starboard "A" strake. No.1 cropped, No.2 renewed and extended, No.3 renewed. "B" " " No.2 F.I.P. Nos.3 and 4 renewed, No.5 cropped and part renewed. "C" " " No.1 renewed, Nos.2 and 3 renewed in 1 plate, No.4 renewed, No.5 F.I.P. Port. "A" " " No.1 renewed, No.2 cropped and part renewed. "B" " " No.1 cropped, No.2 renewed and extended, No.3 renewed. "C" " " No.2 F.I.P., No.3 renewed, No.4 O.F.R., No.5 cropped & part renewed. "D" " " Nos.1, 2, 3 & 4 released as necessary and F.I.P. No.1 released as necessary and F.I.P. Stringer Angle fitted to shell (S.S) in way of new 2nd deck plating.

2nd Deck Hatch Coamings & Girders, etc. No.5 hatch coaming plate (S.S) together with angle coaming, rider plate, carlin beam lugs, hatch beam shoes, bracket connections, etc., renewed complete. 2nd deck forward hatch side girder (S.S) renewed complete with all bracket attachments. 2nd deck after hatch side girder connections to deep beam (S.S) renewed. 2 - 2nd deck trimming hatch coamings renewed complete with steel covers, etc. Hatch cleats renewed as necessary. 5 - 2nd deck hatch beams renewed. (For 2nd deck athwartship hatch coamings see under '2nd deck beams'.)

2nd Deck Beams and Knees:- Nos.13 to 18 inclusive cropped and part O.F.R. (P.S) and remainder of beams (S.S) F.I.P. No.19 cropped and part O.F.R. (S.S) F.I.P. (P.S). No.20 deep beam cropped and part renewed (S.S). Nos.21 to 33 inclusive carlin beams (S.S) renewed. Nos.21 to 33 inclusive carlin beams (P.S) F.I.P. No.34 deep beam cropped and part renewed (S.S). Nos.35 to 39 inclusive renewed and fitted with reverse angles to compensate for slightly lighter scantlings of new beams. Nos.19 to 39 inclusive beam knees (S.S) renewed. No.18 beam knee (P.S) O.F.R.

'Tween Deck Bulkhead 40:- Plating renewed from starboard shell to approximately 8'0" from port shell with total of 10 plates and 12 angle stiffeners. Boundary angle (S.S) renewed and deck foundation angle fitted. Ventilator trunks (P & S) renewed in way. Centreline web plate renewed.

Accommodation Bulkheads:- Fore and aft bulkheads (P & S) and athwartship bulkheads (P & S) enclosing accommodation in after 'tween deck renewed complete with total of 29 plates and 53 vertical stiffeners with top and bottom connections as necessary.

2nd Deck accommodation between bulkheads 11 and 40 completely renewed with all deck composition, insulation, woodwork, bunks, lockers, ventilators, sanitary and water service piping, W.G.s, washbasins, etc. All ship's side storm valves in way removed, overhauled and refitted. Side scuttles and deadlights renewed or removed, overhauled and refitted as necessary.

SEE FOLLOWER NO.2.

Handwritten signature: R.H.J. Jordan

S.S. "FORT PERROT"

DAMAGE REPAIRS NOW DONE (CONTINUED).

Upper Deck Plating:- Nos.4 and 5 athwartship plates at aft end No.5 hatchway renewed. No.6 centre strake plate at fore end No.5 hatchway cropped and part renewed.

Starboard. "A" strake. Nos.3 and 5 released as necessary and F.I.P. No.4 renewed.
 "B" " Nos.4, 5, 6 and 7 renewed.
 "C" " No.1 F.I.P., Nos.2, 3, 4 and 5 renewed.
 "D" " Nos.1 and 2 renewed, No.3 F.I.P.
 No.5 hatch corner doubling plates (S.S) renewed.

Port. "A" strake. Nos.3 and 5 released as necessary and F.I.P. No.4 renewed.
 "B" " No.4 renewed, No.5 F.I.P., No.6 O.F.R., No.7 renewed.
 "C" " Nos.1, 2 and 3 released and F.I.P. No.4 renewed.
 "D" " No.1 released as necessary and F.I.P.
 No.5 hatch corner doubling plates (P.S) renewed.

Stringer angles renewed as necessary in way of above.

Upper Deck Hatch Coamings & Girders, etc. No.5 hatch coaming plate, (S.S), renewed together with hatch beam shoes, carlin beam lugs and coaming stays. Horizontal stiffener and half round moulding O.F.R. Foundation angle to deck renewed. Hatch coaming plate (P.S) O.F.R. and reverse angle fitted in way of bottom flange. Coaming stays and carlin beam lugs renewed. Hatch beam shoes, horizontal stiffener and half round moulding O.F.R. Foundation angle to deck renewed. Forward and after athwartship hatch coaming plates and all fittings and stiffeners O.F.R. Foundation angles to deck renewed. Hatch side and centreline girders at fore end No.5 hatchway renewed complete with all bracket attachments. Hatch cleats renewed as necessary. 1 upper deck hatch beam plate renewed and top and bottom angles O.F.R.

Upper Deck Beams and Knees. No.20 deep beam cropped and part renewed (S.S) Nos.21 to 33 inclusive carlin beams (S.S) renewed. Nos.24 to 27 inclusive and Nos.30 to 33 inclusive carlin beams (P.S) O.F.R. Nos.28 and 29 carlin beams (P.S) renewed. No.34 deep beam renewed complete. Nos.35, 36, 37 and 38 part renewed (S.S) and part O.F.R. (P.S). No.39 F.I.P. Nos.19 to 39 inclusive beam knees (S.S) renewed. No.34 beam knee (P.S) renewed.

Upper Deck Fittings, etc. Winch seatings at fore end No.5 hatchway renewed complete. 10 ventilator coamings removed and refitted and Gunners' escape hatch (S.S) renewed complete. Various deck eye plates renewed. Raft skid (S.S) part renewed and missing life raft now replaced. Raft skid (P.S) removed and refitted. Handrails and stanchions (P & S) renewed as necessary. Mast house plating (S.S) F.I.P. and stiffener fitted in way. No.5 derricks (P & S) now renewed together with all necessary block and running rigging. All after derricks tested to Factory Act Requirements and found satisfactory.

Wood Ceiling, etc. Tank top and bilge ceiling in Nos.4 and 5 holds renewed or replaced as necessary. A total of 160 wood hatch covers renewed at Nos.5 upper and 2nd deck hatchways together with hatch cleats, battens, wedges, tarpaulins and locking bars as necessary. Wood flooring and supports in tunnel renewed where destroyed.

Air & Sounding Pipes. 5 air pipes and 5 sounding pipes in after holds renewed together with pipe casings.

Aft peak tank, Nos.5 and 6 D.B.T.s pressure tested to Rule Requirements, all decks, bulkheads, tunnel, etc., hosetested and all found satisfactory.

S.R. LIST. Indented plating (S.S.A) may now be deleted from S.R.L. as this plating came in way of the above damage repairs. Cargo battens and cleats require to be fitted in No.5 lower hold and completed in No.4 lower hold and 'tween deck. Nothing done at this time regarding bower anchor tests.

COPY OF INTERIM CERTIFICATE HEREWITH.

R. D. J. Gordon

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