

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 30/10/12. 10. When handed in at Local Office 21. 10. 12. Port of Middlesbrough - Ry. Docks

No. in Reg. Book.

Survey held at Middlesbrough

Date, First Survey 1st July

Last Survey 1st Oct. 1911.

(No. of Visits)

Master A. E. Ebers

YEAR

MONTH

256 on the Wood, Iron or Steel

S S "HARPORT"

TONNAGE:-

Built at South Shields By whom J. Redhead &amp; Son When 1907

GROSS 5293.66

Owners Deutsch-Amerikanische Petroleum Ges.

Port belonging to Hamburg

UNDER DEK. 5133.99

Owners' Address

NET 2957.72

(If not already recorded in Appendix to Register Book).

Surveyed Afloat in Dry Dock? Yes

Name of Dock Smith Dry Dock 6

Destined Voyage Cimaurens to Lond

WB=Cell DBor DBq 29.08 feet; uE&amp;B 25.0 feet; f 56.25 feet; total capacity 277 tons. FPT tons; APT 133 tons; MT feet tons.

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

CHARACTER.  
X for Special Survey.  
Date of last Survey and of Periodical Surveys.

Years Assigned

Machinery and Boiler Surveys (including date of N.B., if any).

X 100 A1 1-12

X LMC 1-12

N.B.—All alterations in the existing records should be underlined.  
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 2719 Port

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

Society's Freeboard (if assigned) as painted on Ship and now verified 8' 3" ins.

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 why they were declined? offered. No repairs. Was a damage report made by anyone else? If so, by whom? No. K. 2719.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage (See also Manchester Rpt. No. 2719).

Change of Owners, and Alterations

Vessel placed in dry dock. Bottom and under examined.

After completion of repairs and alterations coated

Damage repairs now done. Port Side 65 renewed, 24. Faired in place.

Two slight indentations aft faired in place, and a portion of same

in way of Cross. Bunkers renewed. Re-rigged.

Starboard Side As the damage to the Stern bar. No Stern plate was

so slight. Does not affect the efficiency of the vessel. It has

been mutually agreed by the old and new Owners. To allow

the Stern bar. plate to remain in their present condition which

is now opinion is satisfactory.

SUMMARY OF DAMAGE REPAIRS:-

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	1							0 number of rivets
Removed and Faired or Repaired								
Faired or Repaired in place	2							

PRESENT CONDITION OF THE

Condition of Decks	good	Stringers	good	Dblg. Plates under Sounding Pipes	yes	Copper, or Y.M. of Wood Vessels.	
Trunks		Inner Bottom Plating		Engine Room Skylights	good	(State if on Felt.)	
Frames & Fastenings		State if Tanks have been examined inside		Coal Bunkers, Open'gs, Lids, &c.		When put on, Month	Year
Bottom Plating		State if Tanks now tested	yes	Scuppers		Boats	good
Condition of ditto		Bulkheads	good	Cargo Hatchways	good	Masts, Yards, &c.	
Hooks & Crutches		Ceiling		Hatches		Condition, how ascertained	from deck
Stays		Cement or Asphalt (State which.)	good	Planking of Wood Vessels		(State if wedges removed)	yes
Frames		Rudder	good	Caulking	ditto	Sails	
Stays		Steering gear and its connections		Treenails	ditto	Equipment letter	X
Stays		Have Pumps now been examined and found efficient?	new pumps yes	Breasthooks & Stemson	ditto	Anchors, No. of	3. B. 15. 1K.
Stays		Have Sluice Valves now been examined and found efficient?		Transoms, Pointers, & Crutches ditto		Cables (State if now ranged)	no
Stays		Have Watertight Doors now been examined and found efficient?		Timbers of Frame at openings ditto		" length (on board)	good
Stays				Ditto ditto at other places ditto		" Rule length	size
Stays				Stringers, Clamps & Shells ditto		Hawser & Warps	good
Stays				Saltg (State if examined.)	ditto	Standing & Running Rigging	good

General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,1,1," or "to remain as classed and to have record of survey, 1,1,1, and the notations of ss No. 1-11 and ptnd11, &c."

This vessel is in good and efficient condition, the alterations having been carried out in accordance with the approved plans, the alterations being of a nature given in report, and in general conformity with the Rules & Regulations of the Class (containing) is eligible in our opinion to be classed 100 A1 classed with full record of survey 10-12.

Fee (per Section 28) £ 75 : 0 : 0 Fees applied for, 21. 10. 1912

Additional Fee (if any) £ 16. 11. 1912 Received by me, J. L. Gilman

Traveling Expenses (if chargeable) £ Surveyor to Lloyd's Register of British & Foreign Shipping

Second Surveyor's Fee (if any) £ FRI. MAY. 15. 1913

Committee's Minute TUE. NOV. - 5. 1912

Character Assigned 100 A1

Shelter dk. with food carrying petroleum in bulk filled for liquid fuel 10. 12

note B.H.

To Certificate required &amp; if so, to be sent to



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Lloyd's Register

W100-0169(117)

Alterations: Have been effected to this vessel with a view to carrying oil in bulk. The vessel being subdivided transversely into six oil compartments having a total capacity of about 6000 tons, three compartments being arranged forward of and three abaft the Machinery Space, having a continuous middle line tank bulkhead, and side expansion tanks.

Copperdam. Have been felled at the forward and after extremities of the oil Compartment, and also at each end of the Machinery Space, the latter being utilized as pump room.

No 3 tank has been further subdivided longitudinally and fitted for carrying oil fuel.

The forward and after walls have been fixed in, making  
the uppermost deck a complete shelter deck.

Efficient installations of Oil pumping, Vacuum pumping,  
Oil fuel pumping, Ventilation, and Steam heating  
have been fitted.

Our intended freeboard has been assigned, marked on the vessel side verified, and it is now contemplated that the vessel be classed ~~as~~ 100 A1 Shell's deck with freeboard. - Carrying petroleum in bulk.

Transverse Oil Tight Bulkheads have been fitted on the following frames. 24, 38, 52, 66, 112, 127, 142, and 156.

Plating • 44 thick. • 38 in expansion thick on buckles 38, 52, 66, 112, 127.  
" • 46. " 40 " " " " " 24, 142, 156.

cel. placed vertically. Those on frames 24, 66, 112 & 156 being compressed backheads to stick track.

Vertical Stitches  $8 \times 3 \times .46$  bulk angle. Spaced 24" apart. Below  
Tank deck bracketed top & bottom, on 38, 52, 66 & 112. Bulkhead.  
 $8 \times 3 \times .48$ ,  $8 \times 3 \times .48$ ,  $8 \times 3 \times .54$ , &  $8 \times 3 \times .58$  <sup>bulk angle</sup> on 24, 127, 142 & 156 respectively.  
Spaced 24" apart bracketed top & bottom, and  $6 \times 3 \frac{1}{2} \times .40$   
angle. Spaced 24" apart above Tank deck in expansion tanks  
on 2nd bulkheads.

Horizontal Stipules.

Four horizontal Stiffeners on each bulkhead, below  
sheel plate at level of tank deck, fitted in line with and  
connected to original Red stringers (about 5'-0" apart).

Or. midship bulkheads. 38, 52, 66, 112, 127. (common from bottom.)  
They are composed of flanged plate 26" x 42, 23" x 42, 20" x 40,  
and a channel bar. 15" x 4" x 4" x 52.

Connected to shipside rounds Cane. Bulkhead by

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

ANCHORS.

[illegible]

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

MIDDLESBROUGH-ON-TEES.

3) S. S. Harport.

brackets .40 thick flanged on edge.

The breadth & thickness of the stiffener on bulkhead 24, 142 & 156 have been increased on account of increase in stress.

The brackets to Shear & Centreline bulkhead on bulkhead 112, 127 & 142 have been increased in size in accordance with approved plans for increased length of nos 2 & 3 Oil Tanks.

Vertical web plate: Two vertical web plates have been fitted to each bulkhead on each side of Middle Line bulkheads, all .46 thick, flanged 5" on edge. Supported by .40 brackets in line with horizontal stiffener. The webs nos. 112, 127 & 142 being 4'8" to 1'9" wide & those nos. 24, 38, 52, 66, & 156 being 4'2" to 1'9" wide.

Web frame on Shear Side: One web frame has been fitted in the middle of the length of each Oil Tank 48" x .44 thick with double face bars 8 x 3 x .56 bull. angles and double sheet bars, 4 x 4 x .48.

The web plate is connected to original Tank Keel by a quadruple riveted lap and by .44 brackets to main deck beams, and a large gusset plate 2 frame spaces long has been fitted at heel of web and tank margin. Also connected to Redo stringer by .40 flanged brackets. Web frame above main deck 48" to 24" wide x .42 thick flanged 5" on edge. Connected to main deck stringer.

W.T. Bulkhead: Originally fitted in fore hold. has been refitted complete with vertical stiffeners & semi box beam on frame 107. The plates being planed and the holes re counter sunk. New frame bars <sup>web plates</sup> fitted and the bulkhead extended in three decks across ship to Shell Deck, to hull requirements.

An additional web plate (vertical) has been fitted below main deck on after side on middle line 6'3" to 4'2" wide x .44 thick flanged 6" on edge. Bracketed to Bulkhead in line with Redo stringer & at semi box beam. Two web plates in line with tank side above main deck 4'2" to 9' x .40. The vertical stiffeners are bracketed top & bottom and the semi box beam is fitted with large brackets to top & side. Large brackets are also fitted at each side stringer.

The Original Engine Room Bulkhead on frame 71 has been additionally stiffened by two vertical webs, one on each side of middle line in Engine Room. 50' to 25' x .44 thick.

Port of MIDDLESBROUGH-ON-TEES Continuation of Report No. 7623 dated 21<sup>st</sup> Oct 1911, on the

4)

S. S. "Harport"

Supported at semibox beam between frame by brackets .35" thick, and on after side by middle line bulkhead.

This bulkhead has been extended across ship to shelter deck. to rule requirements, two web plates fitted on fore side in main deck in line with sides of expansion trunk.

Quarter pillars have been fitted 8x6x44 H section with 10x40 face plates as approved plan

Middle line trans bulkhead

The existing steel trans bulkhead has been made continuous from frames 24 to 71, and from 107 to collision bulkhead. existing plating .30" new plating .32". Vertical stiffeners 2-1" apart 8x3x42 bulb angle in forward tank and 8x3x40 bulb angle in after tank. with one vertical web plate in line with web frame on ship side 34" to 33" wide x .48" thick with 8x3x56" bulb angle face bar, bracketed top & bottom, and supported by brackets in line with each horizontal stiffener.

Horizontal stiffeners. Horizontal stiffeners have been fitted in line with side stringers composed of 15x4x4x.52 channel bars cornered to transverse bulkhead by large brackets .40" thick. Also at vertical web plate.

An additional longitudinal trans bulkhead has been fitted in No 3 tank (fitted for oil fuel) on each side between middle line bulkhead and ship side.

.40 plating, 8x3x40 bulb angle vertical stiffeners spaced 4-2" apart. bracketed top & bottom and two horizontal stiffeners 15x4x4x.52 channel bars bracketed to transverse bulkheads and one vertical web plate in line with webs on ship side & middle line bulkheads. 2-3" to 1-9" wide .40" thick flanged 5" on edge. (as appears).

Expansion Trunk Sides. plating .42" flanged at bottom to main deck plating. Vertical stiffeners 6x3 1/2 x 45" angle spaced 2-1" apart (fitted in tank). bracketed to main shelter deck beams. brackets .40" thick.

One vertical web plate fitted in line with web on ship side 30" wide x .44" thick flanged 5" on edge.

Trunk sides continuous from frames 24 to 71 and from 107 to 156.

Main Deck. The original upper deck stringer plate has been retained throughout oil compartment.

5.

S.S. Idarport

and also the original beams have been retained the old hatchways being deepened with  $9 \times 3\frac{1}{2} \times .86$  bull angle have been deepened  $18''$  into existing half beams.

Plating of crown of Tank between Trunksides part original, & part new.  $.40$  thick, with double rivets beams & bulkheads  $.40$  tie plate in way of bulkheads, & webs on ship's side, & Trunksides, and in way of wing tank plate in  $853$  Tank, have been fitted in expansion Trunks.

Shell's deck.  $8 \times 3 \times .46$  bull angle beams fitted in way of original walls forward aft, on every frame. in way of oil Compartment &  $9 \times 3\frac{1}{2} \times .70$  bull angle beam on alternate frames between the end of oil compartment and poop & forecabin ends, with 2 rows of pillars. New plating in way of same. Stringers  $.46$  plating  $.40$  thick Stringers triple riveted both, plating double <sup>new rivets</sup> beams. Single riveted

New side plating in way of original walls.  $.50$  thick frame  $6 \times 3\frac{1}{2} \times .45$  bracketed to beams & to main deck stringer plate with brackets  $27 \times 27 \times .45$  riveted through main deck beams.

Oil Hatch Coamings.  $8 \times 3\frac{1}{2} \times .46$  bull angle welded frames with  $9'$  radius corners with  $\frac{9}{16}$  plate covers fitted with efficient hinges & clips.

Hatchways. The original hatchways between frames 9-12, 57-63, 100-107, 119-131 remain with web plates and Hatch covers intact. A new hatch has been fitted between frames 20-23,  $6-3 \times 18'0''$  wide,  $2-6$  to  $3'0''$  high Coamings &  $.46$  coamings  $3\frac{1}{2}''$  Hatch covers

The remaining portion of original hatch on main deck forward of Foremost oil tight bulkhead has been fitted with a steel cover riveted <sup>made</sup> gas tight with a small hatch Trunked to 2-9 above shell's deck for access to forward Coffin doors.

The remaining portion of the original hatch above the uppermost oil compartment has been fitted with wood covers caulked & made gas tight, with a small portable portion also able to be made gas tight, for access to upper Coffin doors. A small steel Compartment has been fitted for access to Compartment

Shell's deck has been fitted above shell's deck to the forward main pump rooms.

 (L15) 6710-601M  
 109-0149(517)

6) - S. S. Isarport

Deck top plating efficient tie under plates have been retained in way of bulkheads, webs, frames, <sup>bulk</sup> girders, manhole plate, tunnel stools &c.

Tunnel plates .58"-.60" stiffeners 5'5" x 5'8" in way of web in middle end bulkhead, 2nd plates in round with double riveted butt & seams. efficiently cofferdamed off from Engine room & pump room. Bases .50" plating flange. A steel trunk entrance has been fitted at fore end outside of cofferdam and a steel trunk escape fitted aft.

Water testing The oil compartments have all been tested under pressure to Rule requirements, and the cofferdams (pump room) at the fore & aft ends of the machinery space, have been filled and tested with satisfactory results. The weather deck clear of oil tanks has been tested by hose also with satisfactory results.

Ballast & bilge pumping.

The old piping in way of the oil compartments has been dispensed with.

The ducting to Machinery spaces remain as originally fitted. A separate steam pump has been fitted in the forward after cofferdam <sup>(hold)</sup> to pump the double bottom bilges & tanks with discharge overboard through valve in ship's side in holds.

Water ballast The water ballast now in vessel is as follows, After peak, 133 tons, Aft 27'-1" - 50 tons Engine Room as original <sup>37.6</sup> Under Cross trunks 29'-2" 100 tons Forward 27'-1" - 40 tons.

The screen bulkhead between the Engine & Boiler rooms has been extended to outside plating and steel plate has been fitted in Engine & Boiler rooms.

Hand pumps 6" dia have been fitted in the lower deck spaces above crown of oil compartments & have been tested & found satisfactory. Sounding pipes have been fitted in the cofferdams.

Oil pumping arrangements have fitted as per approved plans.

1) S.S. "Harpor".  
Ventilation The ventilation throughout has been fitted in accordance with the approved plans, having steam ejectors fitted in all upcasts.

The steaming gear has been tested under steam & found to be in good working condition.

The Freeboard assigned viz 8'-3" has been marked on the vessel side and verified.

The steel used is by the open hearth process and has been tested in accordance with the Rules and Regulations for ship steel.

The riveting throughout is in accordance with the approved plans and the Rules regulations for vessels and the workmanship is good.

The alterations have been carried out in accordance with the approved plans. The Secretary's letters of the following dates M. June 11<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> 22<sup>nd</sup> 27<sup>th</sup> 29<sup>th</sup> July 31<sup>st</sup> August 9<sup>th</sup> 16<sup>th</sup> 29<sup>th</sup> September 4<sup>th</sup> 11<sup>th</sup> October 17<sup>th</sup> 21<sup>st</sup> 22<sup>nd</sup> 23<sup>rd</sup> 26<sup>th</sup> and in general conformity with the Rules and Regulations for the Class contemplated.

The approved plans 16 in number, together with plans as fitted of the midship section & general arrangement, transverse bulkhead and Centre Line transverse bulkhead are forwarded herewith.

### Approved Registered Dimensions and Particulars of "Harpor"

Length 370'-0" Breadth 50'-15" Depth 32'-1"

Under Deck Tonnage 5133.99

Propelling Space 1693.97

Round House 101.12

Crew Space 110.80

Charl House 4.64

deductions under Sec 79 = 531.17  
 Merchant Shipping Act 1894  
 and Sec 54 of the Merchant Shipping  
 Act 1906

Light & Air Space 48.08

Excess of Hatchways 5.86

Gross Tonnage 5293.66

Total deductions = 2335.94

less 2335.94

Registered Tonnage 2957.72

Wm L. Gilman & Co. W. D. Dippie