

# Lloyd's Register of Shipping.



Port **CALCUTTA**

**30th June 1942.**

**This is to Certify** that

**we, J. A. Campbell Brown and Joseph Routledge,**  
**Offg.**  
the undersigned Surveyors to this Society did at the request of  
**Messrs. Mackinnon Mackenzie & Co.,** proceed on the **22nd June 1942**  
and subsequent dates to the s. s. "**Haresfield**", of Glasgow, of  
**5299 tons gross register,** when lying in King George Dry Dock and  
afloat at Calcutta, in order to carry out a Bottom Survey and to  
survey reported defects to Double Bottom Tank and Freeboard Deck  
Plating.

**Now report as follows:-**

**The bottom was examined in a scrubbed down and scraped condition.**

**St e m - Good.**

**Stern Frame - Good.**

**Bottom Plating - Good except where undernoted.**

<u>I t e m.</u>	<u>Condition.</u>	<u>Recommendation.</u>
After Keel Plate (Coffin Plate).	Corroded through at knuckle at aft end in way of toe of stern frame to lengths of 12" stard. and 4" port side.	Corroded areas to be vee'd out and welded up.

**Forward of the  
(Contd.)**

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."



Bottom Plating  
(Contd.)

<u>I t e m.</u>	<u>Condition.</u>	<u>Recommendation.</u>
	above other parts of the knuckle especially on the starboard side showed considerable wastage.	Template of bottom half of plate to be taken off, plate prepared and placed on board for fitting at next drydocking.
Side Plates F1, 2 & 3 Port Side (Nos. from ford.)	Previously recommended for examination and were drill tested with the following results -	
	F1 - 5/16" to 3/8"	Nil.
	F2 - 1/4" to 3/8" and part corroded through.	Plate to double.
	F3 - 5/16" to 3/8" and part very thin.	Plate to double.
Side Plates G2 port & stard. H2 -do- (Nos. from aft).	Previously recommended for examination and were drill tested and all found to be from 5/16" to 3/8" thick.	Nil. Nil.

Bilge Keels - Good.Anchors & Cables - Good except for the undernoted shackle pins and cable studs which were found worn or slack respectively.Port Cable

- 1 - Shackle pin worn - this pin was renewed.
- 3 - Cable studs slack - these studs were firmed.

Rudder, Pintles & Gudgeon Bushes.

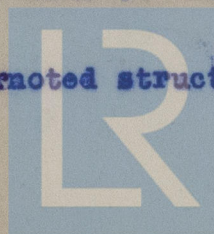
All in good order. Rudder not lifted.

Sea Connections - 5 valves and 3 cocks examined in open condition and all found in good order except one cover stud found broken in ash cock. This stud was renewed.

Grids were removed and cleaned and chambers cleaned and recoated.

Propeller - Good.Screw Shaft - Good as far as seen - shaft not drawn.Stern Tube - Good as far as seen - wear down 1/8".

During our visits the undernoted structural defects were



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pointed out to us and recommendations made as follows:-

I t e m.	Condition.	Recommendations.
Freeboard Deck Aft Well.	Plate next to centre line strake on port side wasted and corroded through between No.5 Hatch and Poop bulkhead.	Defective area to fit with welded on doubler.
Double Bottom Tank Top on No.2 Hold.	Two <del>port side</del> stringer plates at port side forward end No.2 D.B. Tanks excessively wasted.	Two plates to renew.

Prior to leaving dry dock a number of plates were scaled and painted two coats anti-corrosive paint and the remainder of the bottom touched up with anti-corrosive paint. The whole of the bottom was thereafter painted one coat anti-fouling paint.

All the above repair work and recommendations were completed and tested as necessary to our satisfaction and we recommend that this vessel continue as classed at present being fit to carry dry and perishable cargo.

*J. Runtledge*

*J. A. Campbell Brown*

Offg. Surveyors to Lloyd's Register of Shipping.



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