

G I B R A L T A R .

5th March, 1945 .

THIS IS TO CERTIFY that

W. E. Korritt

the undersigned Surveyor to this Society did at the request of the Owner's Agents, Messrs Union Coal Co, and by consent of the Master, Captain Chas. Branch, survey, on the above and subsequent dates the British M/V "HARDINGHAM", 7268 tons gross, of London, Official Number 168314, whilst afloat, in a loaded condition, on account of damage, due to collision, by another vessel.

The vessel was on a voyage from U.S.A. towards the East, and it was stated that on 5/3/45, when about fifty miles East of Gibraltar, after dispersal of the Convoy, the American s/s "J. Frank Cooper"-steaming on "Hardingham's" Port side, swung without warning and crossed the latter's bow, and after clearing swung back in the opposite direction to cross "Hardingham's" bows again, from the Starboard side. Avoiding action was taken by "Hardingham" - Engine room telegraph rung for full astern at 0.14 hours, the engines were stopped but the two vessels made contact before the engines could be put astern.

Damage, as hereafter detailed, was sustained by "Hardingham". Soundings after the collision showed 3 ft of water in No.1 Double bottom, and 2" in No.1 bilge. Fore peak was part filled with fresh water and soundings showed no change in this compartment.

Continued.....



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Lloyd's Register
Foundation

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BARDINGHAM".
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5ft of water in No.1 D.B. is stated to have been there - frozen solid,
on loading of vessel in U.S.A.

The vessel turned after the collision and proceeded to Gibraltar for
survey and temporary repairs of her damage and arrived and anchored in the
A.M. on 5/3/45.

Periodical soundings of bilges and tanks, after arrival at Gibraltar,
showed no changes from first soundings made after the collision.

For further particulars see ship's log book and protest noted by the
Surveyor.

I found and recommended as follows:-

Damage is on Starboard side.
Plates 2, 3 and 4 from stem in upper
shear strake, and plates 2 and 3
strake below, set in, to a maximum
depth of about 4" at common seam of the
strakes, with frame, seam rivets
seams disturbed, and local scores
and small indentations.

Recommendations & Temporary Repairs
Effectuated.
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Defective shell rivets and seams
caulked tight.

Damage as seen in fore peak tank top

Frames forward of bulkhead
buckled and twisted.
Bulkhead and shell bar sharply buckled
F.P. tank top upwards about 5 ft.
Bulkhead forward fining away at
top of frame.

Small cement box built in way of
broken shell welding.

Van hinge bearing bracket broken
at shell welding and forced
down about 12".

Fore end of Paravane "A" structure
buckled, buckled and twisted.

Damage in fore peak not seen owing to
being nearly full of fresh water
It is presumed that beams, brackets
frames will be affected correspond-
ingly to the above mentioned damage in

Fore end and shell of F.P. not leaking
as can be noted by soundings of
Fore Hold Bilges.

Damage in No.1 Hold - Frames, 2nd deck,
beams, beams and brackets not seen
as to hold being full of cargo, but
damage will correspond to that of shell
top.

The foregoing temporary repairs have been carried out to my
satisfaction.

7/3/45. Vessel Certified Seaworthy and be allowed to proceed,
with her cargo, on her intended voyage. Further survey recommended after
discharge of the present cargo, and such repairs carried out as may be required
by the Society's Surveyors.

Fee... £6.6.0.
Exp & Late Fee. 2.2.0
£8.8.0.

Surveyor to Lloyd's Register.

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