

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report Jan 26 1941 When handed in at Local Office 26th Jan 1941 Port of Vancouver, B.C.No. in Survey held at Esquimalt, B.C. Date, First Survey Jan 7 Last Survey Jan 11 1941  
Reg. Book. 76185 on the Wood, Iron or Steel M.V. "HYLTON"TONNAGE:— Built at Sunderland By whom Pickering & Sons, Ltd. When 1937 - 1  
GROSS 5197 Owners Helburn S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book).  
UNDER DK. 4733 Managers W.A. Souter & Co. Ltd. Port belonging to Newcastle  
NET 3040Surveyed Afloat or in Dry Dock? dry dock Name of Dock Esquimalt Graving Dock Destined Voyage United KingdomCell D Bord DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)

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. 7243 Port L.A.

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

Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Was a damage report made by anyone else? If so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been sustained by reason of heavy weather while on a voyage from Uthmaniyah, Scotland to Esquimalt, B.C. Nov. 25 & 26, Dec. 3-4-5 & 6, 1940. January 4 & 5, 1941 and part Special Survey No. 1.

Vessel placed in dry dock. Bottom & Rudder cleaned, examined & coated.

Damage.

Rudder— Rudder lifted, pinrite rebushed & bearing button renewed. Steam line plating, electric welding where fractured, used out and re-welded. Rudder stock duck gland studs (5) renewed and gland repacked. Steering gear tested on completion of repairs and found in order.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

## PRESENT CONDITION OF THE

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M.	(State if on Felt.)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	"	Boats	good
Beams & Fastenings	"	Rudder	good	Scuppers	"	Masts, Yards, &c.	"
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	from deck.
" " in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed)	
Frames	"	Have pumps been examined and found efficient?	"	Planking	"	Equipment letter	a t
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	"	Caulking	"	Anchors, No. of	4
Longitudinals	"	Have Watertight Doors been examined and found efficient?	"	Treenails	"	Cables (State if now ranged)	yes.
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	"	Breasthooks & Stemson	"	" length 270 ft. mean diam. 2"	
Floors	"	Air and Sounding Pipes	good	Transoms, Pointers & Outches	"	" Rule length 270 ft. size 2 1/2"	
Keelsons	"	Doubling Plates under Sounding Pipes	"	Timbers of Frame at openings	"	Chain Locker	examined
Stringers	good			" at other places	"	Hawseers & Warps	good
Inner Bottom Plating	good			Stringers, Clamps & Shelves	"	Standing and Running Rigging	"
Have the Tanks been examined internally	as above			Salting	(State if examined.)	Sails	"
Have the Tanks been tested?	yes - as above						

## 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 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 is eligible, as far as now seen, in my opinion to remain as classed in the Register Book with fresh record of survey 1-41 and notation Special Survey No. 1 with date, when the survey has been completed.

Survey Fee (per Section 29) £ 75.00 Fees applied for, Jan 20 1941  
Special Damage or Repair Fee (if any) £ 125.00  
Travelling Expenses (if chargeable) £ 50.00  
Second Surveyor's Fee (if any) £ 10.00  
Late Fee £ 260.00

Committee's Minute

Character Assigned

FRI. 4 APR 1941

100A1 with full  
Car: Vg. oil in D.T.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
Foundation

W 404-0005(173)



Bulge keel - Port & Starboard. Approximately, 12 loose rivets removed.  
 No. 1 - D.B. Tank. Approximately, 200 scattered shell rivets  
 and several feet of seams, in keel plates No. 2 & 3,  
 caulked & electric welded as necessary.

42. 2. 10. B. Tank (42.2 Lower hold) Tank top ceiling lifted as necessary. Spunners of scattered rivets & seams caulked. Forward centre line bulkhead, angle clips to tank top, after end, caulked & electric welded.

W<sup>o</sup> 3. D.B. Tank. Tank top ceiling in way of W<sup>o</sup> 3 hatch, after end of W<sup>o</sup> 2 Lower Ld., saturated with fuel oil, now removed and ceiling renewed.

Keel Tank (41° 3 D.B. Tank below same). Another line division  
bulkhead (non watertight) set over to starboard about 6" max.  
Bottom horizontal plate fractured between 2 stiffeners & grooving  
for full length at Tank top angle. 5- small fractures  
in vertical plates. 6- bulkhead stiffeners fractured at  
about half depth. Angle clips & brackets to Tank top for  
stiffeners shaken & 3 fractured.

Fractures in vertical plating need not be electric welded.

Center line Tank Top angle & rivets caulked & electric welded for full length. 7. Stiffener angle clips to tank top caulked & electric welded. 1-Bracket removed & 1-Bracket removed paired & repaired.

No 3. D.B. tank, port & starboard. Tested on completion of repairs & proven tight.

W 404-0005(213)

ANCHORS.

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

## CHAIN CABLES.

[illegible]



M.V. "HYLTON"S.S. No. 1 - now commenced.

Vessel placed on drydock. Bottom & rudder, cleaned, examined & coated. Anchor cables ranged and examined.

270 fath. 2" dia. Not - Equipment letter at - 2 5/16" dia.

Chain now on board "TAYCO" pattern. Same verified by chain certificate on board vessel. Anchors (4) examined. Chain locker cleaned, examined & coated. Examined, Forecastle spaces, store spaces above forepeak, Poop accommodation, spaces above after peak tank. Plating in way of side lights & ironwork found in good condition & well coated.

Shell duck spaces & framing & beams, Nos 1-2-4 & 5 lower holds, framing & beams examined & ironwork found in good condition & well coated. Bilge cleaned & examined. Air & connecting pipes in way of holds examined & found satisfactory.

Deep Tank (No 3 hatch) examined internally & found satisfactory. Forepeak & Afterpeak tanks examined internally and tested.

Nos 1-2-3-6 & 7 Double bottom tanks, Port & Starboard, tested & Rule requirements & proven tight.

Port & Starboard, wing fuel oil bunker tanks tested and found satisfactory.

Nos 4 & 5. Double bottom tanks, Port & Starboard Tested in way of shell & found satisfactory.

To complete S.S. No. 1.

Nos 4 & 5. D.B. tanks, Port & Starboard Tanks to be tested.

Double bottom ballast & water tanks to examine internally.

Cofferdams to be cleaned & examined. Boats,

Masts, rigging, general equipment, hatches, coamings,

Covers, ventilators & coamings, hatch tarpaulins, cleats

& battens, scuppers, sanitary discharges, steering

gear & controls, windlass, pumps, pumping

arrangements, watertight doors, air & sounding pipes,

decks & amidship houses to examine.

Freeboard to verify. & Deep tank to test

Machinery Space to examine

L. J. Boomer.

RETAIL



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