

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

Date of writing Report 7<sup>th</sup> FEBY 1941. When handed in at Local Office 8:2:41 Port of GLASGOW.  
No. in Survey held at GLASGOW. Date, First Survey 2<sup>nd</sup> FEBY. Last Survey 6<sup>th</sup> FEBY 1941.  
Reg. Book. 75521 on the ~~Wood, Iron or Steel~~ S.S. "HARLESDEN" (No. of Visits 4)

TONNAGE:— Built at NEWCASTLE By whom HAWTHORN LESLIE & CO. LD. When 1932 7  
GROSS 5483 Owners J. & C. HARRISON LD. Owners' Address (if not already recorded in Appendix to Register Book).  
UNDER DK 4963 Managers Port belonging to LONDON.  
NET 3219

Surveyed Afloat or in Dry Dock? DRY DOCK Name of Dock GOVAN N° 2 Destined Voyage —  
Cell D B or D Ba feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.  
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. 21246 Port GRK

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 YES—NOT DESIRED.

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

INTERIM CERTIFICATE ISSUED. COPY HEREWITH. Was a damage report made by anyone else? if so, by whom? J.W. BOYD FOR UNDERWRITERS

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE & DOCKING.

DAMAGE:— stated to have been sustained through collision with S.S. "Jessie Maersk" in Gourrock Roads on 18<sup>th</sup> December 1940. (PLEASE SEE RPT. OF SURVEY HELD AT GRK.) JAN. 1940.)

On examination of vessel in drydock found on starboard side forward—shell plates N° 1, 4 & 5 in 2<sup>nd</sup> strake below sheer & N° 4 & 5 in 3<sup>rd</sup> strake below sheer & 2 frames in way, set in slightly buckled as this damage is not of a serious nature, the proposal of the Owner's representative to effect temporary repairs at this time merits favourable consideration.

TEMPORARY REPAIRS NOW EFFECTED:— Riveting & caulking of shell in way of damage overhauled & shell framing now efficient for the present.

(SEE PAGE 2)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	—	—	—	—	—	—	—	2 under hull line
Removed and Fair'd or Repaired	—	—	—	—	—	—	—	bulwark plating & port bulwark rail & 5 strakes
Fair'd or Repaired in place	1	—	—	—	—	—	—	port bulwark rail, 1 with bracket to bulwark

## PRESENT CONDITION OF THE

Decks	good	Bulkheads	good in spaces	Engine Room Skylights	good	Copper, or P.M.	—
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	—
Coamings	"	Cement or Asphalt	not exam.	Oil Bunkers	—	When fitted, Month	Year
Beams & Fastenings	good in spaces	Rudder	good	Scuppers	not exam.	Boats	not exam.
Outside Plating	efficient	Steering gear and its connections	"	Cargo Hatchways	good	Masts, Yards, &c.	good
" " in way of sidelights	not exam.	Windlass	"	Hatches	"	Condition, how ascertained	from deck
Frames	efficient in spaces	Have pumps been examined and found efficient?	not exam.	Planking	—	(State if not examined.)	—
Reverse Frames	—	Have Sluice Valves been examined and found efficient?	not exam.	Caulking	—	Equipment letter	at
Longitudinals	—	Have Watertight Doors been examined and found efficient?	not exam.	Treenails	—	Anchors, No. of	3-1
Transverses	not exam.	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stems	—	Cables (State if not ranged)	no
Floors	"	Air and Sounding Pipes	not exam.	Transoms, Pointers & Crutches	—	" length (on board)	—
Keelsons	"	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	" Rule length	—
Stringers	"			" " at other places	—	Chain Locker	not exam.
Inner Bottom Plating	good in spaces			Stringers, Clamps & Shelves	—	Hawsers & Warps	efficient
Have the Tanks been examined internally?	no			Sanding	(State if examined.)	Standing and Running Rigging	good
Have the Tanks been tested?	no					Sails	—

## 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, so far as now seen, is in an efficient condition, & eligible in my opinion to remain as at present classed in the Register Book, with fresh record of survey 2,41, subject to permanent repairs to shell plating in way of bunkers in sheer & strake below & in way of bridge house (ps) & indented plating (ss) N° 3 in sheustrake & N° 3 from bridge front in 1<sup>st</sup> below being carried out, also to indented shell plating etc in 2<sup>nd</sup> & 3<sup>rd</sup> strakes below sheer (ssf) & indented keel plate N° 2 & shell plates A2 (p+s.f) being dealt with & lower pipes (p-s) being renewed at Owner's convenience.

Fees applied for, 11 FEB 1941  
Survey Fee (per Section 29) £ — : — : —  
Special Damage or Repair Fee (if any) (per Sec. 29) £ 10 : 10 : 0  
Travelling Expenses (if chargeable) £ — : — : —  
Second Surveyor's Fee (if any) £ — : — : —  
Received by me, 19

Committee's Minute GLASGOW 11 FEB 1941

Character Assigned (100 A1) 2, 41)  
Subject  
Deferred for ss No. 2

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register

W 1405-0250 (1/3)

S.S. "HARLESDEN"

DAMAGE: - stated to have been sustained through vessel encountering heavy weather on 5<sup>th</sup> 6<sup>th</sup> & 7<sup>th</sup> December 1940 whilst on a projected voyage to U.S.A. from which she returned to the U.K. on account of damage sustained.

(FOR FULL PARTICULARS SEE VESSELS OFFICIAL LOG BOOKS) (ALSO GRK. RPT. JAN. 1940)

On examination of vessel in drydock found - bulwark plating, bulwark rail & stays abreast N<sup>o</sup> 5 hatch (S.S.) cut away, after being, it was stated, very badly buckled & torn, & upper edge of 1 sheerstrake plate in way, slightly buckled locally.

also fastenings of wood "streamlining" of "Tuten" patent rudder started & parts of wood missing, rudder pintle liners (2) slack & gudgeon bushes (2) damaged, & a number of rivets in rudder plating slightly started.

also damage to sundry deck fittings

also keel plate N<sup>o</sup> 2 & shell plates A 2 (p.s.) from forward slightly set up between frames & riveting & caulking started in places.

PERMANENT REPAIRS NOW EFFECTED:-

Bulwarks - abreast N<sup>o</sup> 5 hatch (SS) - bulwark rail bars at aft end of bridge & poop front, (curved bars at "rising plates") - removed, faired & replaced. Remainder of rail bar renewed. Bulwark plating cropped close to after end of bridge & poop front & renewed, with 3 framed washport openings as before.

1 web stay & angles, removed faired & replaced.

5 B.A. bulwark stays with lugs to deck & bulwark, renewed.

horizontal bracket from bulwark rail to poop front removed, faired & replaced.

Upper edge of 1 sheerstrake plate in way of above, faired in place.

Rudder lifted, 2 pintle liners & 2 gudgeon bushes renewed, & rudder replaced.

Wood streamlining on rudder re-fastened as necessary & part renewed.

Started rivets in rudder plates made good by E.W.

Deck fittings - 2 wire reels on forecastle deck - refastened.

4 ows starb's ladder in forward well removed, faired & replaced.

Scupper pipe on boat deck repaired & re-fastened.

A few minor repairs effected. New & disturbed work cleaned & re-coated.

Keel & "A" strake plates - as this damage is of a slight nature, the proposal of the Owner's representative to effect temporary repairs at this time, merits favourable consideration.

TEMPORARY REPAIRS NOW EFFECTED:- Riveting & caulking of keel plate N<sup>o</sup> 2 & A strake N<sup>o</sup> 2 (p.s.) f) overhauled, & keel & shell in way of damage now efficient for the present.

DAMAGE: - stated to have been sustained through vessel encountering heavy weather whilst at anchor in Govrock Roads on 28<sup>th</sup> January 1941.

(FOR FULL PARTICULARS SEE VESSELS OFFICIAL LOG BOOKS)

On examination of vessel in drydock found hawse pipes fractured, port side at lower end & starb's side at upper end. Windlass & part chain cables reported strained.

(SEE PAGE 3)

S.S. HARLESDENDAMAGE (CONT'D): -

PERMANENT REPAIRS NOW EFFECTED: - Part chain cables ranged & examined, a number of slack studs tightened, & 8 studs, found missing, renewed, E.W. in place. Windlass overhauled & now satisfactory.

TEMPORARY REPAIRS NOW EFFECTED: - Hawse pipes (p.o.s) made efficient for the present by means of steel patches studded in place in way of fractures. Efficient cement boxes fitted in way of hawse pipe shell flanges as a precautionary measure.

(INTERIM CERTIFICATE ISSUED. COPY HERewith.)

DOCKING: - Vessel placed in drydock, bottom & rudder cleaned, examined, found efficient & re-coated. Decks, casings, hatches, coamings, ventilators, etc examined & found satisfactory. No 2 hold & tween deck generally examined & found satisfactory. Freeboard rough checked.

STEERING GEAR SPARES: - This vessel is not fitted with rod & chain steering gear.

S.R. LIST: - Nothing has been done at this time with items in S.R. list. These have been examined at this time & found efficient for the present.