

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12/3/38 When handed in at Local Office 12/3/38 Port of HULL

No. in Survey held at Hull Date, First Survey 21/1/38 Last Survey 10/3/1938.

Reg. Book. 38499 on the Wood, Iron or Steel "HERPORT" ex "FAIRPORT"

TONNAGE: Built at Wyandotte By whom Detroit S.S. Co. When 1919 12

GROSS 2633.02 Owners Mercantile Shipping Co Ltd Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 2270.57 Managers Port belonging to London

NET 1618.14

Surveyed Afloat or in Dry Dock? Both Name of Dock King George Destined Voyage Istanbul

WB=Cell D B 204 feet; uE&B feet; feet; feet; total capacity 472 tons. FPT 72 tons; APT 107 tons; 12 feet 89 tons.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 48629 Port Hull

Periodical Surveys, when held, must be reported in detail and seriatim 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. 29/1/38 H

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 reqd.

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage and Re. classification.

Damage: stated to have been sustained thro' heavy weather whilst on passage from Port Arthur to Hull between 24/12/37 and 21/1/38.

Bridge deck port side: 2 bulwark plates with 2 hinged doors, angle top bar + wood top rail renewed, 2 angle supports to Boat deck renewed and 1 removed fairied refitted, 3 bulwark stays removed and refitted. Boat deck port side: covering board, margin and deck planking part renewed, and wood deck part refastened, caulked and payed, Wood wing shelter renewed. Plate similar to starboard side, wood ladder + gangway over renewed and handrails to ladder refitted. Comm. ladder p.s. renewed complete and accomm ladder s.s. part renewed. Hand rails and stanchions on Deck deck fairied refitted and part renewed. Other minor repairs effected.

Summary of Damage Repairs:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:— (Please see continuation sheet).
Renewed								See above.
Removed and Fairied or Repaired								
Fairied or Repaired in place								

SENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Felt.)
King of Decks	See Rpt	Good	When put on, Month Year
ings	State if Tanks now tested	Good	Boats (Renewed) Good
ns & Fastenings	Bulkheads (See Rpt) Good	Engine Room Skylights	Masts, Yards, &c.
ide Plating	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained. See attached report
in way of sidelights	Cement (See Rpt) (State which.)	Oil Bunkers	(State if wedges removed)
sthooks	Rudder	Scuppers	Sails
oms	Steering gear and its connections	Cargo Hatchways	Equipment letter S
es	Windlass	Hatches	Anchors, No. of 38, 13, 1K
se Frames	Have pumps now been examined and found efficient? (See Rpt) Yes	Planking of Wood Vessels	Chain Locker Good
udinals	Have Sluice Valves now been examined and found efficient? Yes	Caulking ditto	Cables (State if now ranged) Yes
verses	Have Watertight Doors now been examined and found efficient? Yes	Treenails ditto	length 240 mean diam. 1 1/2-1 3/4
ons	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson ditto	Rule length 240 size 1 1/2
pers		Transoms Pointers, & Crutches ditto	Hawser & Warps Good
Bottom Plating		Timbers of Frame at openings ditto	Standing and Running Rigging
		Ditto Ditto at other places ditto	
		Stringers, Clamps & Shefts ditto	
		Salting ditto	
		(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

is vessel is eligible in our opinion to be re-classed +100 A1 with notation of ss Hull 24-13-3,38 and fresh record of survey with on completion of the re-classification survey.

Survey Fee (per Sec. 29) Hull & Machy. £ 60 : 0 : 0 Fees applied for,

Special Damage or Repair Fee (if any) £ 14 MAR 1938

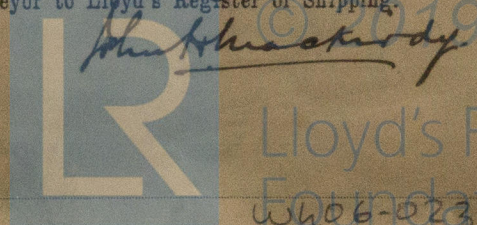
Travelling Expenses (if chargeable) £ 17/3/38

Second Surveyor's Fee (if any) £

Committee's Minute TUE. 29 MAR 1938

Character Assigned No action

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping

U.S. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

HERPORT EX FAIRPORT

10/10/35

382

213

275

374

405

414

423

432

441

450

459

468

477

486

495

504

513

522

531

540

549

558

567

576

585

594

603

612

621

630

639

648

657

666

675

684

693

702

711

720

729

738

747

756

765

774

783

792

801

810

819

828

837

846

855

864

873

882

891

900

909

918

927

936

945

954

963

972

981

990

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

ANCHORS.																
Number of Certificate.	Anchors.*	WEIGHT, EX STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd ..															
	3rd ..															
	Collector Weight.															
	Stream															
	Kedge.....															

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

CHAIN CABLES.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Rule.		Description.
	Length.	Diam.	Statu-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	
	Fathoms.	Inch.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Inch.	
39183	195	1 7/8	63 1/4	88 1/2	351-2-15	345-0-0	✓	✓	1 1/2" Stud link
25760	✓	✓	37-2-20	✓	1-0-14	✓	✓	✓	Anchor Shackle
Iron Stream Chain or Steel Wire....									

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

S.S. "HERPORT" EX "FAIRPORT"

Re Classification Survey.

Now done.

Vessel placed in dry dock, bottom and rudder cleaned, examined, placed in order and recoated, rudder lifted, adjusted and refitted. Holds, machinery spaces, tunnel and recess, and all tween decks cleaned and examined, ceiling climbers lifted, plating in way of sidelights examined and all steelwork found or placed in good order with exception of holds above line of bilge cement chocks which the Owner's Rep states will be sealed and recoated at Istanbul. Shell plating drilled and gauged for particulars please see Hull Rpt No 18629. Fore peak tank, oil fuel wing bunkers & S, and deep tank aft cleaned and examined internally & found or placed in good order. Fore peak, Nos 1, 2, 4, 5 D.B.T.s, No 3 D.B.T. in way of oil fuel wing bunkers, and Aft Peak tank (except for bulkhead above deep tank) and oil fuel wing bunkers, satisfactorily tested to Rule requirements and found or made tight. Cables ranged and anchors, cables and chain locker examined and found or placed in good order, 13 lengths of cable and 1 anchor shackle were renewed, for particulars please see back of Rpt 8. Certificates were not produced for the anchors or the 3 remaining lengths of chain cable, test marks were found on these cables and on the anchors but were not decipherable. Decks, casings, hatch coamings, beam covers, tarpaulins and battening arrangements, masts rigging (riggers report herewith) general equipment, ventilator coamings covers, windlass quadrant, rod and chain steering gear, and hand steering gear, steering engine & its connections, hand pump to fore peak tank top, tunnel watertight door, air sounding pipes, scuppers and sanitary discharge pipes all examined and found or placed in good order. Greibrand Rpt C II & C II Comp completed and marks cut in ship's side in accordance with load line certificates forwarded on 7/3/38.

NOTE:- A number of bottom shell rivets have been caulked built up by electric welding, these rivets are considered efficient meantime but it is recommended that the bottom riveting be overhauled at the next drydocking in about 6 months time when the D.B. tanks are to be cleaned for survey.

To Complete the Survey the following remains to be done:- Examination internally of all double bottom tanks and cofferdams. " " " aft peak tanks.

Testing of cofferdams, aft peak bulkhead above deep tank, aft deep tank and No 3 D.B.T. clear of oil fuel wing bunkers.

Holds (above ceiling) to scale and coat.

Bottom riveting to overhaul and manholes in ship's bottom to examine at next drydocking in about 6 months time when the D.B. tanks are to be cleaned for survey, it is the Owner's intention to dispense with manholes in shell bottom. (please see continuation sheet)

SS "HERPORT" ex "FAIRPORT"Wear tear repairs effected:-

Shell plating S.S. "E" 7, 8, & 9 from fwd renewed in 2 plates, lower seam of stroke above cropped in way of these plates and new seam raised.

Shell plating p.s. "E" 8 & 9 from fwd renewed in 1 plate, lower seam of stroke above cropped in way of these plates and new seam raised.

Overlap of "F" 4 & 5 from fwd cut away & buttstraps fitted
"E" 13 & 14 from fwd renewed and lower seam of stroke above cropped in way of these plates and new seam raised.

Doubling plate on "E" 14 in way sea conn. renewed.

"H" 1 from fwd removed faired and refitted.

Poop side plates p & s renewed.

Bilge keels p & s renewed for full length with bulb plates.

A number of side shell rivets have been cut out and renewed, and a number of bottom shell rivets have been caulked and built up by electric welding.

Rudder bottom pintle rebushed and side plate renewed.

Upper deck plating S.S. 1 stringer plate cropped and part renewed.

" " " 9 deck plates renewed.

" " " 2 " " part doubled.

" " " p.s. 1 stringer plate renewed

" " " 9 deck plates renewed

" " " 5 " " part doubled.

Raised deck plating between Nos 1 & 2 hatches 1 plate renewed.

Bridge deck plating S.S. 3 stringer plates renewed.

" " " 6 deck plates renewed.

" " " p.s. 2 stringer plates renewed

" " " 6 deck plates renewed.

" " " in way of galley all renewed.

Poop deck plating S.S. 1 stringer plate renewed

" " " 2 deck plates renewed.

" " " 1 " " part doubled.

" " " p.s. 1 stringer plate renewed

" " " 3 deck plates renewed

" " " 1 " " part doubled.

" " " 1 centre stroke plate renewed.

Hatches. Coaming p.s. of nos 3 & 4 hatches faired in place

" p.s. of nos 3 & 4 " part doubled.

" Horiz. stiffeners on p.s. of nos 1, 2, 3 & 4 hatches renewed.

3 coaming stays and 17 cleats renewed.

All beams overhauled, end doublings made good and mounting angles faired as required. 56 hatch covers, 3 tarpaulins and

10 battening bars renewed. Rope lashings & spare wedges provided.

(please see continuation sheet)

14 MAR 1938

S.S. "HERPORT" EX "FAIRPORT"

Wear tear repairs effected:

Bulwarks: 1 plate failed in place and 5 stays renewed, top rail brackets to Bridge end renewed.

Hinged steel doors to Side front, Bridge front, Bridge End and Poop front fitted with lever handles operating from both sides.

Side front S.S. cropped and part renewed with coaming plate.

Eyeplates for lifelines fitted on p & s sides of Side, Bridge and Poop bulkheads, and 2 lifelines with stretching screws provided.

4 Bridge front stiffener top brackets (missing) renewed.

7 Bridge side frame brackets to deck and also beams (found missing) renewed.

Hatch in Bridge space to after end No 2 hold 3x3 angle coaming removed and opening plated over, with beam, pt Bridge deck beam over found missing now renewed.

Side bow chock breast hook with angles and stiffener renewed.

Scuttle hatch on Side deck removed and opening plated over.

About 30 ft of lower rail on guard rails renewed.

Chain pipes (p & s) part doubled.

Sidehouses on Bridge Deck plating S.S. cropped at bottom and coaming plate fitted, plating in way of sidelights doubled 3 spaces S.S. & 2 spaces p.s.

Casing Top: 5 S.L. skylight flaps renewed, broken frames and glasses in engine room & galley skylights renewed. Liddley top plating in way of funnel cropped and part renewed (4 plates) and storm cover fasteners overhauled and made good, 2 engine room ventilators part renewed.

Boat deck: about 35 planks renewed, refastened and deck all re-caulked and payed. Two lifelines renewed with chocks, davits, sockets etc overhauled to B.O.T. requirements.

Steering gear: quadrant plate with angles renewed, 1 fairlead rebushed, 12 guide blocks, 4 "U" bolts in spring buffers, 4 eye ends of warwick screws, 1 steering rod, 10 steering rod ends, and 2 fairlead distance pieces renewed. 2 lengths of steering gear chain repaired and all steering chains annealed and tested 18 tons. Spare steering gear provided is:

1 tested chain, 1 spring buffer complete, 1 warwick screw, 4 shackles, 4 connecting links, 4 rod end pins, 4 sheave pins.

Rigging repairs effected as riggers report herewith.

Sidelights overhauled and made workable, missing deadlights and all broken glasses renewed.

A number of ventilators fitted on Poop deck to Crews accomm below, and all ventilators supplied with new wood plugs canvas covers.

Air pipes fitted with wood plugs canvas covers or gauze as required.

Midship and Poop accommodation gutted out and refitted to B.O.T. requirements. Litterals laid on deck in accommodation spaces and also on Poop deck over accommodation.

Winch girders angles on Poop Deck renewed, Windlass cable lifter built up by electric welding where worn and other minor repairs effected.

(Please see continuation sheet)

W406-0233 (4/5)

© 2019

Lloyd's Register
Foundation

SS "HERPORT" EX "FAIRPORT"

Wear + tear repairs effected:-

Spare bower and stream anchors made workable.

Equipment of ropes all renewed

No 2 D.B.T.1 margin plate p.s part doubled, 2 frame brackets removed for access and refitted, tank tested on completion of repair found tight.

A number of air + sounding pipes cropped and part renewed as found necessary.

Beiling in all holds renewed as found necessary.

Hatch web beams of nos 1, 2, 3 + 4 hatches of 2nd deck (skeleton deck) were found defective and the Owners Rep. preferred that these beams be dispensed with, as the wood sheathing of this deck has also been removed.

A number of minor repairs effected.

R. S. P.

RETAIN

