

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25 Aug 39 When handed in at Local Office 30 AUG 1939 Port of NEWCASTLE-on-TYNE

No. in Reg. Book 26199 Survey held at Blyth Date, First Survey 11 Aug Last Survey 25 Aug 1939
(No. of Visits 8)

TONNAGE:— Built at Haverlon Hill-on-Tees By whom Furness S.B. Co. Ltd. When 1923 MONTH 7
GROSS 1537 Owners Hookwood S.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
UNDER DK. 1260 Managers P Hawksfield & Son Ltd. Port belonging to Dover
NET 926

Surveyed Afloat or in Dry Dock? yes Name of Dock Blyth Dock Destined Voyage (blank)
Cell DBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)
total capacity tons. FPT tons; APT tons; MT feet tons. }

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

Last Report, No. 97342 Port Nwe

(Periodical surveys, when held, must be reported in detail and serialim 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 } 3 ft. 0 1/2 ins.

Damage Rept Issued.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage & Commencement Special Survey 2nd port
Damage alleged to have been sustained through the vessel grounding on South Bank of Amsterdam Canal when leaving on 15th July 39 owing to the vessel taking a sheer to port through the wash from the passing steamer "ORANJE"
The vessel was placed in Dry Dock for examination and all tanks including Fore and After Peak tanks and double bottom tanks filled with water and tested.
The following observations and recommendations were made—

Found. Six bottom shell plates—
Port B 6.8, C 6.7, Star A 4
and Keel 3 slightly indented
Recommended. These plates to be released and faired in place.
All tanks including Fore and after Peak tanks

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place	<u>6</u>							

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M. (State if not Felt.)	
Decks <u>good.</u>			<u>good</u>		<u>good</u>		When fitted, Month Year
Caulking of Decks <u>good.</u>		Ceiling <u>very good</u>		<u>good</u>	<u>good</u>		
Coamings <u>good</u>		Cement <u>repair</u>		<u>good</u>	<u>good</u>		
Beams & Fastenings <u>Partly red good</u>		Rudder <u>good</u>		<u>good</u>	<u>good</u>		Boats <u>good</u>
Outside Plating <u>good</u>		Steering gear and its connections <u>good</u>		<u>good</u>	<u>good</u>		Masts, Yards, &c. <u>good</u>
" " in way of sidelights <u>good</u>		Windlass <u>good</u>		<u>good</u>	<u>good</u>		Condition, how ascertained (State if wedges removed) <u>from dk</u>
Frames <u>Partly red good</u>		Have pumps been examined and found efficient? <u>yes</u>		<u>good</u>	<u>good</u>		Equipment letter <u>P</u>
Reverse Frames <u>yes</u>		Have Sluice Valves been examined and found efficient? <u>yes</u>		<u>good</u>	<u>good</u>		Anchors, No. of <u>3 B. 15.</u>
Longitudinals <u>yes</u>		Have Watertight Doors been examined and found efficient? <u>yes</u>		<u>good</u>	<u>good</u>		Cables (State if now ranged) <u>no</u>
Transverses <u>yes</u>		Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>		<u>good</u>	<u>good</u>		" length <u>yes</u> mean diam. <u>yes</u>
Floors <u>yes</u>		Air and Sounding Pipes <u>good</u>		<u>good</u>	<u>good</u>		" Rule length <u>yes</u> size <u>yes</u>
Keelsons <u>yes</u>		Doubling Plates under Sounding Pipes <u>good</u>		<u>good</u>	<u>good</u>		Chain Locker
Stringers <u>yes</u>				<u>good</u>	<u>good</u>		Hawsers & Warps <u>sufficient</u>
Inner Bottom Plating <u>See Report.</u>				<u>good</u>	<u>good</u>		Standing and Running Rigging <u>good</u>
Have the Tanks been examined internally? <u>yes</u>				<u>good</u>	<u>good</u>		Sails <u>yes</u>
Have the Tanks been tested? <u>yes.</u>				<u>good</u>	<u>good</u>		

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 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, in my opinion, eligible to remain as now classed with fresh record of survey 8.39 and to have notation S.S. Bly 101 with date when the survey has been completed, subject to the tank top plating throughout the vessel being dealt with at Owner's convenience

Survey Fee (per Section 29) £ : : Fees applied for, 30 AUG 1939
Special Damage Repair Fee (if any) (per Sec. 29) £ 7 £ 7 £ 0 Received by me, John T. Friday
Travelling Expenses (if chargeable) £ : : 23/9/39
Second Surveyor's Fee (if any) £ : : 25/9.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute 15 SER 1939
Character Assigned 100A Subject CB not fitted
Make Note
W415-0078(113)



S/S "Hookwood" (C)

and double bottom tanks to be opened, cleaned for internal examination.

- | | |
|---|--|
| light broken cement in tanks }
in way of above plates | Broken cement to be cut out & renewed. |
| about 100 leaky bottom shell rivets }
in way of insuled plates | To be renewed |
| 4 slack rivets in Rudder Arms }
and rudder pintles slack in gudgeons | Slack rivets in arms to be renewed & rudder to be lifted for examination |
| Locking pintle, nos 2.3 pintles worn }
and slack. Footstep piece worn. | Locking pintle, nos. 2.3 pintles to be renewed
nos 1.3 gudgeons to be rebushed and footstep piece to be renewed. |
| Rivets in quadrant plate at tiller }
slack | Rudder quadrant plate to be renewed to tiller. |
| Port and starboard outer plates }
slightly fractured | Fractures in P/S outer plates to be electrically welded. Cement in transom space to be cut out for access and renewed. |

On Tank Tops

- | | |
|--|---|
| Six rivets in floor top bar No 1 tank }
top Port side leaking and several }
tank top plate seams leaking | 6 leaky rivets to be renewed and tank top plate seams to be caulked. |
| Six rivets in tank top No 2 tank }
Star side aft and several plate }
seams leaking | 6 leaky rivets to be renewed and tank top plate seams to be caulked. |
| Lugs at foot of forward hold }
ladder, leaking. | Ladder foot lugs to be rebushed. |
| Six rivets in one tank margin }
bracket lug. Port side Eng R. Tank }
leaking. | 6 rivets to be renewed. |
| Several tank top plate seams on }
No 3 tank leaking | To be caulked. |
| Air pipe to After Peak, broken - | To be part renewed. |
| Steering gear chains, leads & }
blocks opened out for examination }
Chains strained. | Chains to be fired, examined, repaired & tested.
2-0 of $\frac{1}{16}$ " chain to be renewed.
3 worn pins & 2 bushes to be renewed. |
| One lead helge suction pipe in }
Engine Room broken. | To be repaired |
| Engine Room tank sounding }
pipe broken. | To be renewed. |

The above recommendations were made and have since been satisfactorily carried out with a view to placing this vessel in the same efficient condition as prior to the alleged casualty
How done Special Survey

Vessel placed in dry dock. Bottom and rudder cleaned, examined, placed in good order and recoated. Rudder lifted.

S/S "Hookwood" (2)

All tanks including Fore and After peak tanks and double bottom tanks tested as per Rules and examined internally.

Steering gear chains spined out, examined & placed in good order. Chains freed, examined, repaired & tested.

General examination made of Decks, casings, ventilators, hatches, hatchways, holds, windlass and equipment.

An annual freeboard survey has been held at this time.

Repairs - wear & Tear

The following eleven torn tank margin brackets now renewed. No 1 hold - 4, No 2 hold - 4, No 4 hold 3.

Sixteen wood hatch covers renewed.

One hatch beam renewed and bottom angles on thirteen beams renewed.

Several top & bottom angles fairies and top angles on one beam renewed.

Standing plate flanges on four beams renewed. Two half beam sockets renewed. Eight batten bars and nine cleats renewed.

Several deadlights overhauled & one glass renewed. Several casing door locks repaired.

After peak gooseneck air pipe & gooseneck air pipe PS. No 2 tank renewed. One bridge vent casing renewed.

Several minor deck repairs effected.

Note - The tank top plating in all holds is somewhat indented - alleged grab damage. The thickness of this plating was found to be satisfactory and, in my opinion remains efficient meantime. The caulking and riveting was overhauled & made good and the tank top plating found sound & tight under the tests.

To complete the special survey, the whole of the Rule requirements - with the exception of those mentioned in this report - remain to be carried out. The owners state that this will be completed within the next twelve months.