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Lloyd's Register of Shipping.



S.S. Hookwood.
NEWCASTLE ON TYNE Port
Report No. 27296

NEWCASTLE ON TYNE.

29th August 1939.

This is to Certify that

J. T. FINDLAY,

the undersigned Surveyor to this Society did at the request of the Owners, survey the steamer "HOOKWOOD", 1537 tons gross, of Dover, while in Dry Dock at Messrs. Blyth Dry Docks & S.B. Co. Ltd. on 11th August 1939, and subsequent dates, for the purpose of ascertaining the nature and extent of damage alleged to have been sustained through the vessel grounding on South Bank of Amsterdam Canal when leaving on 15th July 1939 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.

On examination the Undersigned:-

FOUND.

Six bottom shell plates Port B6,8, C6,7, Starboard A4 and Keel 3 slightly indented.

Slight broken cement in tanks in way of above plates.

About 100 leaky bottom shell rivets in way of indented plates. To be renewed.

RECOMMENDED.

To be faired in place. All tanks including Fore and After Peak Tanks and Double Bottom Tanks to be opened and cleaned for internal examination.

To be renewed where broken.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

COPY.

-2-

ss. "HOOKWOOD".

29th August 1939.

FOUND.

4 slack rivets in Rudder Arms.
Rudder pintles slack in gudgeons
locking pintle, Nos. 2, 3 Pintles
worn and slack. Footstep piece
worn.

Rivets in quadrant plate at
tiller slack.

Port and Starboard outer plates
slightly fractured.

On Tank Tops.

6 Rivets in floor top bar No.1
Tank Top Port Side leaking and
several tank top plate seams
leaking.

6 Rivets in tank top No.2
Starboard Side aft and several
plate seams leaking.

Lugs at foot of forward hold
ladder, leaking.

6 Rivets in one tank margin
bracket lug Port Side Engine
Room tank, leaking.

Several tank top plate seams on
No.3 Tank, leaking.

Air pipe to After Peak broken.

Steering Gear chains, leads and
blocks opened out for
examination. Chains strained.

One lead bilge suction pipe in
Engine Room broken.

Engine Room tank sounding pipe
broken.

Machinery.

Tail Shaft liner scored and worn.

RECOMMENDED.

Slack rivets in Rudder Arms to
be renewed. Rudder to be lifted
for examination. Locking Pintle
Nos. 2, 3 Pintles to be renewed.
Nos. 1, 3 Gudgeons to be rebushed
and footstep piece to be renewed.

Quadrant plate to be re-riveted
to tiller.

Fractures to be electrically
welded. Cement in transom space
to be cut out for access and
renewed.

6 Rivets to be renewed and tank
top plate seams to be caulked.

6 Rivets to be renewed and tank
top plate seams to be caulked.

Ladder foot lugs to be re-riveted.

6 Rivets to be renewed.

To be caulked.

To be part renewed.

Chains to be fired, examined,
repaired and tested. 2'-0" of
11/16" chain to be renewed. 3 worn
pins and 2 bushes to be renewed.

To be repaired.

To be renewed.

Tail Shaft liner to be machined
in way of stern bush. Coupling
face to be tried up and coupling
bolts to be dressed.

Lloyd's Register
Foundation

W415-0079(2/3)

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- 3 -

SS. "HOOKWOOD".

29th August 1939.

FOUND.

Lignum vitae in stern bush worn down 7/16" and scored.

White metal in H.P. and M.P. bottom ends scored, run and fractured.

White metal in L.P. bottom end slightly slack at sides.

Sea cocks and valves.

Condenser partly choked with sand.

Ballast pump piston rings slack. One Del valve spring broken and valve gear pins slack.

Air pump rod, after bilge ram and both feed rams scored.

Windlass driving shaft pinion key slack. Bearings slightly worn.

No. 4 winch spur wheel and pinion broken.

Bearings of steering engine slightly worn.

Water service pipe in tunnel broken.

RECOMMENDED.

Stern bush to be completely rewooded.

H.P. and M.P. bottom ends to be remetalled.

To be hardened up.

To be ground in and covers rejoined.

To be cleaned and finally tested.

Piston rings to be renewed.
Del valve spring to be renewed.
Slack valve gear pins to be renewed.

Air pump rod, after bilge ram and both feed rams to be machined.
All neck and gland bushes to be renewed.

(After bilge ram found too thin (and in consequence - renewed)).

Pinion key to be renewed and bearings adjusted.

Main spur wheel and pinion to be renewed.

Bearings to be adjusted.

To be part renewed.

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

Fee :- £12.12.0

SURVEYOR TO LLOYD'S REGISTER OF SHIPPING.

NEWCASTLE ON TYNE.

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W415-0079 (3/3)