

S.S. "MILLPOOL", 4218 tons gross; built at Middlesbrough by Messrs. Ropner & Son in 1906-10mo.

Class:- +100A1 "Trunk Deck, no sheer".

Dimensions:- 353' x 50.8' x 28.42'.

DATE.

SUMMARY OF REPORT.

- 1907-1. Newcastle-on-Tyne Report No.52199. Surveyor: L.G.Shallcross.
Docking.
Bottom and rudder examined. No repairs.
- 1907-9. Newcastle-on-Tyne Report No.53500. Surveyor: C.Mayfield Smith.
Grounding damage.
Vessel examined on Pontoon. Single plate rudder found twisted, rudder unshipped, taken to pieces, faired and rebuilt, rudder shipped afloat without being seen, and Surveyor recommended it be examined at next dry docking. Owners' Superintendent saw rudder on arrival at ship and was satisfied.
- 1908-7. Barry Report No.10019. Surveyor: A.Couper.
Docking and Condition.
Bottom examined. Rudder examined and found satisfactory.
- 1909-10. Barry Report No.10889. Surveyor: W.J.Darling.
Docking and Condition.
Bottom examined. Rudder gudgeons bushed and two pintles renewed.
- 1910-7. Newcastle-on-Tyne Report No.58797. Surveyor: G.L.Brown.
Docking and Condition.
Bottom and rudder examined. Weather decks and general equipment examined. No repairs.

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SUMMARY OF REPORT.

- 1911-5. Newcastle-on-Tyne Report No.60415. Surveyors: G.L.Brown and J.S.Butler.
Damage through striking quay wall and collision with another vessel.
Vessel examined in dry dock. Six shell plates faired.
- (S.S.No.1) Requirements of Special Survey No.1 carried out.
Some hatch covers repaired.
- 1911-12. Barry Report No.12385. Surveyor: W.Darling.
Heavy weather damage.
Vessel examined in dry dock. Minor repairs to ventilators and deck fittings.
- 1912-10. Barry Report No.12963. Surveyor: W.Darling.
Docking.
Bottom and rudder examined. Rudder gudgeons re-bushed and 2 pintles renewed.
- 1913-6. Barry Report No.13482. Surveyor: F.W.Pitt.
Damage through striking quay wall.
Vessel examined in dry dock.
Five plates at stem faired and one renewed, and stem bar faired. A few frames repaired and minor repairs effected.
- 1914-3. Port Said Report No.24. Surveyor: G.Nugent.
Damage to rudder.
Vessel examined afloat. Rudder stated to have been giving trouble all the voyage. The coupling bolts and pintles had been renewed several times. Surveyor saw that rudder had worked down so that they could not work the wheel of the hand steering gear, the spokes of wheel would not clear the deck.

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SUMMARY OF REPORT.

Port Said Report No.24, continued.

The bolts in the rudder coupling found to be quite slack, also the key in coupling, and the coupling was one quarter inch open. On taking out one of the bolts he saw the bolt hole had worn oval. The top pintle he found very slack. He then recommended a Diver be engaged to examine and report on condition of rudder under water. A Suez Canal Company's Diver afterwards reported to him that he had examined the rudder, sternpost &c. thoroughly and found the heel-gudgeon and pintle in good order, also the next one above it, but the next pintle higher up was very slack. The next pintle higher up was missing altogether. The Surveyor then recommended that all the water be pumped out of the after peak tank, and that the fore peak tank be filled, to tip the vessel to enable working at the top pintle, also for Diver to make a template for the pintle that was missing, and to have new pintles made and fitted in the three top rudder gudgeons. A half inch steel liner to be fitted between the coupling, the coupling to be closed tight by the bolts, and each hole to be rimmed out true and six new fitting bolts put in. The key in coupling to be renewed also.

March 9th & 10th. Surveyor saw the holes in the rudder coupling rimmed out true and two bolts fitted, also examined the three new pintles and saw the pintles being put in place by Diver.

March 11th. Surveyor saw the bolts in the coupling had been well hardened up, each bolt had a locking nut fitted with split pins. The key in the coupling was a good fit and driven tight in, and a split pin fitted in end. All three pintles were secured with split pins also.

Surveyor saw the rudder worked by steam hard over to starboard and port then put fair amidship. Found the steering wheel on the bridge and the pointer of the steering engine corresponded amidship also. The wheel of the hand steering gear then quite clear of the deck.

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SUMMARY OF REPORT.

Port Said Report No.24 (continued).

Under these circumstances he considered the "MILLPOOL" was in a fit and seaworthy condition to continue her voyage. He recommended vessel be dry docked at first convenient home port, and have the rudder thoroughly examined.

1914-6. Newcastle-on-Tyne Report No.66306.

Docking and Condition.

Bottom and rudder examined. Rudder lifted and gudgeons rebushed. 2 pintles renewed (bottom and locking). Coupling bolt holes rimmed out true and new coupling bolts fitted. Key removed and refitted. The gland on poop deck removed and refitted $\frac{3}{8}$ " over to port.

1915-2. Newcastle-on-Tyne Report No.67195. Surveyor: H.C.T.Ireland.

Vessel examined in dry dock. All requirements of Special

(S.S.No.2) Survey No.2 carried out. Minor repairs effected to floors in engine room. Some stiffening fitted in after peak. Four after peak tank top plates renewed.

1915-11. New York Report No.11925. Surveyor: A.Allen.

Docking and Condition.

Bottom and rudder examined. Rudder gudgeons rebushed.

1916-9. Port Natal Report No.833. Surveyor: J.Stewart.

Heavy weather. Vessel examined afloat.

Vessel shipped a heavy sea forward which burst in No.1 hatchway, buckled the hatch coaming on starboard side, and caused such damage on deck and to the cargo in No.1 hold that Captain decided to put into Port Natal for examination and repairs.

Forecastle deck leaking, breakwater at forecastle deck set back, No.1 hatches and several bunker hatches broken beyond repair

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SUMMARY OF REPORT.

Port Natal Report No.833 (continued)

on forward deck. No.1 hatchway coaming on starboard side and three of the steel hatch beams badly bent and hatch beam shoes started at the riveting and opened up at the bottom. The plating forming the fore part of the saloon or officers' accommodation (which is above the trunk deck) was set back about 6".

Various other minor damages. Steering gear chains slack and stated to be strained. Hatch covers renewed, hatch coaming faired and a doubling plate fitted in the middle. Saloon house front faired. Steering gear chains annealed and about 5 feet renewed. Block pulleys renewed and all pins overhauled.

1916-11. Barry Report No.15798. Surveyor: J.W.Gwynne.

Docking and Condition.

Bottom and rudder examined. Rudder lifted. Minor repairs to fore peak.

1917-4. Barry Report No.16113. Surveyor: G.L.Lyle.

Docking and Condition.

Bottom and rudder examined. No repairs.

1917-10. Cardiff Report No.40073. Surveyor: J.Petree.

Docking and Condition.

Bottom and rudder examined. Rudder lifted, wheel chains and connections overhauled.

Other minor repairs.

1918-10. Marseilles Report No.4860. Surveyor: A.P.Jones.

Leakage into fore peak; and steering chains.

Vessel examined afloat. Side plating leaking in way of fore peak. Repairs deferred.

Steering chains examined and found satisfactory.

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SUMMARY OF REPORT.

~~1918-12.~~

- 1918-12. Glasgow Report No.38376. Surveyor: H.M.Paton.
Damage through collision.
Vessel examined afloat. One counter plate part renewed.
Riveting in way of fore peak (see above) overhauled.
- 1919-3. Barry Report No.17121. Surveyor: F.W.Pitt.
Vessel examined afloat.
General examination for postponement of S.S.No.3.
No repairs.
- 1919-10. Newcastle-on-Tyne Report No.72466. Surveyors: C.B.Scorer and G.Harrison.
Damage, cause not stated, and S.S.No.3.
- (S.S.No.3) Vessel examined in dry dock, and requirements of Special Survey No.3 carried out.
Fore peak tank top, two stringer plates and six deck plates renewed. Two bulb plate stiffeners fitted to Nos. 2 & 3 hatch coamings port side. Repairs effected to midship deckhouse and some stiffening fitted in way of after peak. Hatch covers renewed and repaired where necessary. Steering gear and connections overhauled and repaired, chains annealed. Three rudder pintles renewed and four new bushes fitted in gudgeons. On account of damage, five shell plates renewed, and four faired.
- 1921-4. Gibraltar Report No.1580. Surveyor: C.Goodyear.
Docking.
Bottom and rudder examined. A number of leaky rivets renewed in stern plating. Rudder locking pintle tightened, also 2 pintles immediately below tightened and new keep pins fitted to same. Recommended that pintles and bushes be renewed on vessel's arrival in U.K.

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SUMMARY OF REPORT.

- 1921-6. Cardiff Report No.42725. Surveyor: D.Burn.
Vessel examined afloat. 3 rudder pintles renewed.
Decks, casings, coamings, ventilators, and hatch covers
examined and found in order.
- 1921-12. Cardiff Report No.43048. Surveyor: J.Petree.
Docking.
Bottom and rudder examined. Rudder lifted and re-bushed.
Bow plating forward found wasted at caulking edges; recommended
this be dealt with at first opportunity.
- 1922-6. Bristol Report No.10954. Surveyor: S.F.Dorey.
Damage through collision, and Docking.
Bottom and rudder examined. One plate on port side forward,
strake below sheerstrake, slightly indented. Bow plating forward
examined and found efficient. 2 rudder pintles renewed and
all gudgeons rebushed.
- 1923-5. Cardiff Report No.44191. Surveyor: A.Urwin.
Docking.
Bottom and rudder examined. No repairs. Weather decks,
hatches, ventilators, freeboard, and general equipment
examined.
- 1924-2. ~~1924-2~~. Cardiff Report No.44731. Surveyor: A.Urwin.
2nd S.S.No.1 (part).
(2nd S.S.
No.1) Vessel examined in dry dock, and part requirements of 2nd
Special Survey No.1 carried out. Rudder head found twisted
and mainpiece corroded and cracked. Mainpiece renewed, rudder
head faired and riveted. Repairs to bottom plating, referred
to in previous reports, carried out by renewal. General
examination made of weather decks, hatches, ventilators,
freeboard, etc.

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- 1924-10. Newcastle-on-Tyne Report No.78477. Surveyor: F.C.Cocks.
Completion of 2nd S.S.No.1.
Vessel examined in dry dock. Bottom and rudder examined.
Outstanding requirements of 2nd Special Survey No.1 carried out. Plates renewed or part doubled on tank top and in after peak. Floors repaired in engine room tank. Two trunk side radius plates on each side renewed and one tank side plate part doubled. Repairs also effected in bunkers. Steering gear opened out and overhauled. Steering chains annealed and readjusted.
- 1925-3. Newport (Mon.) Report No.21314. Surveyor: J.B.Common.
Docking.
Bottom and rudder examined. Anchor shackle pins renewed.
- 1925-7. Port Natal Report No.1419. Surveyor: J.Stewart.
Heavy weather. Vessel examined afloat. Rudder coupling bolts found slack and new coupling bolts and key fitted.
- 1925-10. Glasgow Report No.45089. Surveyor: W.T.Pyle.
Damage sustained through striking quay wall, also damage through cause not stated.
Vessel examined in dry dock. Three shell plates on starboard side forward found indented, also minor damages to bilge keels and to 2 frames in No.1 hold. Temporary repairs effected.
- 1926-9. Cardiff Report No.46394. Surveyor: J.G.Buchanan.
Damage through grounding.
Vessel examined in dry dock. Bottom and rudder examined.
damage
Minor/repairs effected. Rudder lifted and gudgeons rebushed, and the two lower arms re-riveted. Hatches, casings, ventilators, etc. examined. Freeboard rough-checked.

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- 1927-1. Newcastle-on-Tyne Report No.80932. Surveyor: W.J.Craig.
Damage through collision and heavy weather.
Vessel examined in dry dock. 2 shell plates renewed and 5 ~~frames~~ repaired in place. Indented plating on starboard side, due to previous collision, not dealt with but examined and found efficient. A number of hatch covers renewed, and tank side brackets and margin lugs in No.1 hold re-riveted. A number of ventilators renewed and repaired.
- 1927-6. Glasgow Report No.46831. Surveyor: G.Webster.
Damage through heavy weather.
Vessel examined afloat. Fractured shell plate (No.2 from stem) on second strake below sheerstrake renewed. Steering gear and leads overhauled. Circular bunker hatch coaming angles renewed.
- 1927-10. Bombay Report No.3639. Surveyor: J.Houston.
Docking and Condition.
Bottom and rudder examined. After keel plates and landing of garboard strake considerably wasted. Rudder pintles and bushes found considerably worn. As these parts were considered efficient for time being, Master's request to defer repairs until arrival at a Home port was granted. ✓
- 1928-1. Newcastle-on-Tyne Report No.82306. Surveyor: G.F.Robson.
2nd S.S.No.2. Vessel examined in dry dock.
(2nd S.S.
No.2) Aftermost keel plate doubled and two plates in garboard strake renewed (see Bombay report). Repairs to shell plating effected on account of collision. Rudder lifted and gudgeons rebushed. Trunk deck ventilator foundation casings on each side rebuilt. A number of new wood hatches supplied. Wear and tear repairs effected to engine room floors and tank top, to tunnel and to after peak. Engine room skylight

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SUMMARY OF REPORT

Newcastle-on-Tyne Report No.82306 (continued)

practically renewed. Hatch webs repaired and many other minor repairs on deck and below effected. Deferred collision damages (see Glasgow Report No.45089) made good.

1929-5 Newcastle-on-Tyne Report No.84266. Surveyor: A.G.Akester.

Docking.

Bottom and rudder examined. Four fractured shell plates (one forward and 3 aft) renewed. Rudder lifted and pintles examined. A few minor general repairs effected.

1930-1. Swansea Report No.18497. Surveyor: H.M.Paton.

Condition and Docking.

Bottom and rudder examined. No repairs.

1930-5. Bristol Report No.12355. Surveyor: J.W.Gwynne.

Repairs.

One wasted shell plate on port side and four harbour deck plates renewed.

1930-8. Newcastle-on-Tyne Report No.86109. Surveyors: J.Sowden and A.E.Stevenson.

Docking and Repairs.

Bottom and rudder examined. One shell plate on starboard bow renewed and one bulkhead plate part doubled. Other minor repairs effected and fore peak tank tested.

1931-7. Newcastle-on-Tyne Report No.86839. Surveyor: H.R.Gibbs.

Collision damage.

Vessel examined in dry dock. Three shell plates (starboard side), also three frames and stringer plate in way, repaired. Bilge keel starboard side repaired.

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- 1931-7. West Hartlepool Report No.17061. Surveyor: C.A.Millar.
(2nd S.S. Collision and part 2nd S.S.No.3.
No.3 -
part) Vessel examined in dry dock.
Collision damage:- Stem bar repaired, 10 shell plates renewed,
16 repaired and 16 frames faired. All double bottom and peak
tanks examined internally and afterwards tested. Repairs to
tunnel. Steering chains annealed, 8 feet renewed, 4 double rod
eye ends, 4 block pins, 8 rod pins, 1 buffer spring, 1 quadrant
stop, 1 rudder pintle renewed.
Wear and tear repairs effected to fore and after peaks and
tunnel recess, also to Nos. 2, 4 & 5 double bottom tanks,
bunkers, etc. Rudder tried for alignment. Gear tried over
after repairs and found satisfactory.
- 1931-10. Newcastle-on-Tyne Report No.87646. Surveyors: T.S.Shute,
A.E.Stevenson, and A.Urwin.
Completion of 2nd S.S.No.3.
Vessel examined in dry dock. The outstanding requirements of
the 2nd Special Survey No.3 complied with.
Two stringer plates and four deck plates renewed on harbour
deck aft. A number of rivets renewed in hold stringers and
brackets. Hatch rest bars and a number of wood covers renewed.
Minor repairs effected to cross bunker, fidley casing, engine
room bulkhead, bridge house front, galley house top, etc.
- 1932-3. Rio de Janeiro Report No.2286. Surveyor: H.E.Inman.
Damage to steering engine.
Vessel examined afloat. Drum shaft of steering engine broken
off on inner side of worm wheel, new shaft made and keyed to
worm wheel, and drum and bearings lined up true and adjusted.
The steering engine afterwards tried under steam and found to
be working satisfactorily.



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1932-6. Newcastle-on-Tyne Report No.88743. Surveyor: J.Sowden.

Docking.

Bottom and rudder examined. One deck plate port side No.3 hatchway part renewed, and other minor repairs. Rudder lifted. All particulars (freeboard) obtained for Form C.11, assignment conditions complied with and freeboard verified.

1934-6. Newcastle-on-Tyne Report No.91507. Surveyor: A.E.Stevenson.

Condition.

Vessel examined on pontoon. Bottom and rudder examined and re-coated. Condition of the following items reported as "Good": Decks and caulking of same, coamings, outside plating, rudder, steering gear and its connections, windlass, ventilators and their coamings, engine room skylight, coal openings, hatches, boats, masts, yards, etc.(from deck), hawsers, warps, and rigging.

The vessel left Danzig on 17th September, 1934, for Montreal with a cargo of grain, and on 2nd October, 1934 was reported to be drifting helplessly in a terrific gale. Other vessels proceeded to her assistance, but found no trace of her, and it was assumed that she foundered on the 3rd October, 1934.



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