

s.s. "MILLPOOL".

Sternframe of forged scrap iron by the Darlington Forge Co.Ld.  
in 1906.

Rudder of single plate type. Forged scrap iron by Darlington  
Forge Co.Ld. in 1906.

a. In September 1907 the Newcastle Surveyors found the rudder to be twisted after the vessel had grounded at Sulina. The rudder was unshipped, taken to pieces, faired and rebuilt at the forge.

b. In March 1914 the Port Said Surveyor reported that the rudder had been giving trouble during the past voyage. The coupling bolts and pintles had been previously renewed several times. The Surveyor now had three pintles renewed, the holes of the coupling rimmed out and new bolts fitted. The Surveyor suspected that the rudder was bent and that the gudgeons were out of line. He stated that the hand steering gear could not be worked as the spokes would not clear the deck and had a liner put in the coupling to raise the rudder head.

c. In June 1914 the rudder was lifted at Newcastle two pintles renewed and the coupling bolt holes rimmed out and new bolts fitted.

d. In July 1921 the Gibraltar Surveyor wrote that when he surveyed the vessel in April the condition of the vessel's rudder was very bad and that he had had temporary repairs effected to enable the vessel to proceed.

e. In June 1921 the Cardiff Surveyors reported that 3 pintles had been renewed.

f. In June 1922 two pintles were renewed and all gudgeons rebushed at Bristol.

g. In February 1924 the Cardiff Surveyors found the rudder twisted and the mainpiece corroded and cracked above the 3rd arm from the bottom. A new forged scrap iron post was made by the Fownes Forge Co.Ld., and the arms fitted to this. The rudder head was faired and refitted.



h. In July 1925 the Port Natal Surveyor examined the vessel for heavy weather damage and found the key and coupling bolts of the rudder slack and the coupling faces unfair. The faces were now refitted and drawn up fair, the holes re-rimmed and new coupling bolts and key fitted.

i. In September 1926 the Cardiff Surveyors examined the vessel for grounding damage and found the riveting of the two lower arms of the rudder slack. The rudder was lifted and rebushed and the arms<sup>N</sup> riveted.

Steering engine, hand gear, etc.

a. In March 1914 the Port Said Surveyor reported, after examining the vessel, ~~stated~~ that the wheel of the hand steering gear could not be worked as the spokes would not clear the deck. A liner was fitted in the rudder coupling to lift the stock.

b. In September 1916 The Port Natal Surveyor reported, after examining the vessel for heavy weather damage sustained during a voyage from Java to Falmouth, that the steering chains were annealed and about 5 feet renewed. Two guide pulleys near the quadrant were renewed and all pins overhauled.

c. In May 1931 the Hartlepool Surveyors reported after examining the vessel for damage sustained by striking a submerged object on a voyage from Montreal to Dunkirk, that the steering chains were annealed and 8 feet renewed. Four double eye ends of the steering rods, 4 steering block pins, 8 steering rod pins, 1 buffer spring and 1 steering quadrant stop were renewed.

d. In April 1932 the Rio de Janeiro Surveyor reported after examining the vessel for damage sustained whilst on a voyage from San Nicolas to Havre, that he found the drum shaft of the steering engine broken off at the inner side of the worm wheel. A new shaft was made fitted and keyed to the worm wheel.



and drum and the bearings were lined up true and adjusted.

Hatchway coamings, etc.

In September 1916 the Port Natal Surveyor, after examining the vessel for heavy weather damage stated to have been sustained on a voyage from Java to Falmouth (during which it was stated that No. 1 hatch had been burst in) reported that he found several covers of No. 1 hatchway broken beyond repair and the coaming and 3 hatchway beams badly bent, the sockets being started at the riveting. The wood hatch covers were renewed and 8 sockets faired and reriveted, 3 beams cropped at at ends and partly renewed. Some difficulty was experienced in fairing the hatchway coaming but after <sup>several</sup> unsuccessful attempts this was done and the coaming stiffened by a doubling plate.

Welding.

No reports as to any welding having been applied in this case.



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