

11 DEC 1929

No. 96364

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 19... When handed in at Local Office 10... Port of *Liverpool*  
No. in Reg. Book *23163* Survey held at *Birkenhead* Date, First Survey *8th Oct* Last Survey *2nd Dec* 1929.  
(No. of Visits *25*)  
Tonnage: *23163* on the *Wood, Iron or Steel* *4mt* *HEREFORDSHIRE*.  
Built at *Belfast* By whom *Harland & Wolff, Ltd.* When *1905* MONTH *11*  
GROSS *7217* Owners *Billy P. S. Co. Ltd.* Owners' Address  
UNDER DECK *5908* Managers *Billy P. S. Co.* (if not already recorded in Appendix to Register Book).  
NET *4490* Port belonging to *Liverpool*

Surveyed Afloat or in Dry Dock? *Both* Name of Dock *Cammell Laird* Destined Voyage  
WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted  
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements).

N.B.—All alterations in the existing records should be underlined.  
If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. *618* Port *Bgn*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 *7* ft. *6 1/2* ins.

*Yes, to follow if required.* Was a damage report made by anyone else? If so, by whom? *Atkinson & Young.*

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Alterations: Vessel converted from passenger liner to cargo carrier.*  
*Completion of special Survey 2nd No. 3. See Liverpool Report No. 92519.*  
*Damage. See Rangoon report No 618.*

*alterations: a plan is attached herewith showing the vessel as she is, now fitted for carrying cargo only.*  
*The work in connection with the alterations has been carried out in a satisfactory manner.*  
*7'6 1/2" have been assigned to the vessel, cut in and vented on the ship's side.*

SUMMARY OF DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:
Renewed								
Removed and Paired or Repaired								<i>As report</i>
Paired or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <i>good</i>	<i>yes</i>	<i>good</i>	(State if on Port).
Caulking of Decks	<i>yes</i>		When put on, Month
Coamings	<i>good</i>		Boats <i>good</i>
Beams & Fastenings			Masts, Yards, &c.
Outside Plating			Condition, how ascertained <i>by exam</i>
Breasthooks			(State if wedges removed) <i>yes</i>
Transoms			Sails
Frames			Equipment letter <i>of</i>
Reverse Frames			Anchors, No. of <i>3-1-1</i>
Longitudinals			Cables (State if now ranged) <i>yes</i>
Transverses			" length <i>28 1/2</i> ft. size <i>2 1/4</i> x <i>2 1/4</i> in.
Floors <i>good</i>			" Rule length <i>200</i> ft. size <i>2 1/4</i> in.
Keelsons			Hawser & Warps <i>good</i>
Stringers			Standing and Running Rigging
Inner Bottom Plating			

## General Observations, Opinion as to Class, Recommendation, &amp;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, 2, 4," or "to remain as classed and to have record of survey, 1, 2, 4, and the notations of ss No. 1-24 and pnd24, &c."

*This vessel is now in good condition, and is eligible in our opinion to remain as classed with fresh record of survey 12, 29, and notation of SS. Bkn 2nd No. 3-12, 29. Subject to 15 fathoms of cable being supplied at next dry docking.*

Survey Fee (per Section 20) *SS. 2nd No. 3* £ *28* : *15* : *0*  
Special Damage Fee (if any) £ *5* : *5* : *0*  
Travelling Expenses (if chargeable) £ *12* : *12* : *0*  
Second Surveyor's Fee (if any) £ : :

Fees applied for, *10 DEC 1929*

Received by me, *22-1-30*

Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

*Amended*  
*SR dist*

*100A1-12-29. Bkn.*

*SS. Bkn 2nd No. 3-12-29*

*Fitted for oil fuel*

*+ LMC S. 29*

*27-30*

*FRI. 21 APR 1933*

*TUE. 31 MAY 1932*



S. S. "HEREFORDSHIRE"

Completion of S.S. 2<sup>nd</sup> ho. 3. Vessel placed in drydock, bottom and under cleaned, examined, now in good order and coated. Shell plating drilled in accordance with the rules, for particulars see below. Rudder lifted, all footsteps renewed. Under engines and boiler cleaned, and examined, and structure found in good condition. The fore and after peak tanks, and all double bottom tanks (except nos. 4 & 5 starboard) cleaned, sealed as necessary, examined, now in good order and coated. Air and sounding pipes examined, plating in way of sidelights cleared, steel work sealed and examined, now in good order and coated. Hatch coverings, covers, supports, tarpaulins, cleats and battens examined. Rigging, masts & wedges, windlass, steering gear leads, quadrant, ventilation, pumps, W.T. doors, equipment, boats examined. Freeboard marks verified. Anchors and cables ranged, chain locker examined. Ceiling removed from tank tops, and all double bottom tanks and fore and after peak tanks satisfactorily tested.

Repair W&T: 4 shell frames and 1 reverse frame in old crews space below poop deck part renewed. A number of rust drawn rivets in this space <sup>generally</sup> cut out and renewed. Shell doubler fitted in way of sidelight in natives wash house in poop space (upper 2<sup>nd</sup>) stand side. In natives W.C. (poop space) stand side 3 shell frames part renewed & one reverse frame part renewed. In Bosun's store part side, 2 reverse frames part renewed. Rust drawn riveting in poop space generally renewed. In fore (forward). 1 reverse frame & 1 frame part renewed. 2 Vent coverings on well deck forward stand side renewed. Rust drawn riveting about hatch coverings, supports generally cut out and renewed. Reverse angles, tie plates & brackets under chain locker floor renewed as necessary. In ho 2 hold 8 gusset plates part side connecting tank top & tank side plates renewed, and 2 on stand side. In ho. 3 hold 2 similar gussets renewed. After coffin plate fitted with efficient doubling plate.

SHELL DRILLINGS

	FORWARD			AMIDSHIPS			AFT			
	P	O	S	P	O	S	P	O	S	
KEEL	C	18	1	C	C	20	C	16	C	KEEL
A	C	14	1	C	C	15	C	14	C	A
B	C	14	1	C	C	14	C	13	C	B
C	13	14	13	C	C	14	C	14	C	C
D	12	14	12	C	C	14	C	14	C	D
E	11	11	12	14	14	14	12	15	13	E
F	11	11	11	15	15	15	13	15	13	F
G	12	11	11	15	15	15	15	15	14	G
H	12	11	11	14	15	13	14	14	14	H
I	11	11	9	14	14	13	13	12	12	I
J	11	11	11	13	15	15	11	12	12	J
K	11	11	12	13	14	13	11	12	12	K
L	11	11	11	15	15	15	12	14	12	L
M	11	11	11	16	18-16	17	12	11	11	M
N	11	11	11							N
O	14	12	12	21	21	20	12	12	12	O

All thicknesses are given in  $\frac{1}{20}$  ths



S.S. HEREFORDSHIRE.

Damage. Rangoon Report No. 618. Vessel placed in drydock and the following damage repairs now carried out:- Port side Bilge Keel bulk plate part renewed, and T bar shell connection found in place. Similar repair carried out on starboard side. No further damage apparent on bottom.

In connection with the same casualty the following repairs carried out to deck work:-

one lower anchor and 30 fathoms of cable renewed, for reinforced particulars see back of report 8.

2 wire reels complete with wire mooring ropes renewed.

Starboard cable compressor renewed.

Windlass opened up and overhauled as necessary.

Starboard wire compressor renewed.

Port accommodation ladder renewed.

All removals for carrying out the repairs replaced as necessary.

Damage see Rangoon report No. 420. Repairs: The dotted patch now removed, plating of tank top joined and an efficient riveted doubler now fitted. In the same tank top another badly indented plate was found, and this has now been renewed. The P.B. Tank in way of these repairs has been satisfactorily tested.

Damage repairs (cause not stated) have also been carried out as follows:- Bridge sheer stake plating & moulding on starboard side in way of amidships joined in place in two places. Removals for carrying out the repairs replaced as necessary.

Note:- Apart from the 30 fathoms of cable renewed due to damage, and also the 2-5 fathom lengths already recommended for renewal; 2-10 fathom lengths and 45 fathoms were also recommended for renewal. The 2-10 fathom lengths and 30 fathoms of the 45 fathoms have now been placed on board, for reinforced particulars see back of report form 8. The remaining 15 fathoms will, it is stated be placed on board at the next drydocking, which is in my opinion satisfactory.

E.H.D.



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Lloyd's Register  
Foundation

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