

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report.....19.....

When handed in at Local Office.....19.....

No. in Survey held at

LIVERPOOL.

Date, First Survey

24/7/30

Last Survey

28/8/1930.

Reg. Book. 73432. on the Wood, Iron or Steel S.S.

HOGARTH

(No. of Visits)

TONNAGE:-

GROSS 8109.

UNDER DK. 7057.

NET 5050.

Built at GLASGOW.

By whom D. W. Henderson & Co. Ltd.

Owners Liv. Brazil & R. Plate. S.M. Co. Ltd.

Managers Rampion & Holt. Ltd.

Owners' Address

When 1921.

MONTH 12.

Port belonging to LIVERPOOL.

Surveyed Afloat or in Dry Dock? Afloat: Name of Dock Laughton.

WB=Cell DBor DBa

feet; uE&B

feet; f

Destined Voyage

Iterations in the existing records should be underlined.
has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides lined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, bottom plating, especially in the boiler space.

No. 11461

Port

Bas.

must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of which must be stated) should be separated from Repairs due to other causes; Chains is reported, the particulars should be clearly stated in the space provided on also the dates and initials of any letters respecting this case.

Surveyor has not made a special damage report he is required to state whether he his purpose and to whom and why they were declined

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned expired	Machinery and Boiler Surveys (including date of N.B., if any).
SS. 100. A1.		SS. L.M.C.
Shelter DK. with preboard.		M.S. 6,25.
9,29.		B.S. 1,30.
S.S. Liv. No. 1-26.		C.L. 10,28.
Fitted for oil fuel 12,21. F.P. about 150°F.		

Society's Freeboard (if assigned) as painted on Ship and now verified 8' 9" ins.

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

ATION AS PER RULE, FOR PART: SPECIAL: SURVEY: No. 2: NOW: DONE: Nos 96893 and 96963.

Deck spaces, Shelter deck spaces (except Bunker Shelter Deck.). Engine and Boiler spaces Under Engine and Boiler spaces. Plating under side lights, air and sounding in Engine Room and Boiler spaces, Decks, masts, Rigging, General Equipment Hatchways, Ventilator Coamings, supports and battening arrangements, Steering Gindlan, hand pump and Boats. Verified preboard markings. Ceiling required:

Deep Tanks, Fore Peak Tanks and Double Bottom Tank No. 4 under pressure. Nos 1, 2, 3, 5, 6, and 8 Double Bottom Tanks internally.

AIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Repaired	/	/	/	/	/	/	/	/
ace	/	/	/	/	/	/	/	/
HE	/	/	/	/	/	/	/	/

Good.	State if Tanks have been examined inside	Yes.	Dblg. Plates under Sounding Pipes	Good.	Copper, or Y.M. of Wood Vessels	When put on, Month	Year
"	State if Tanks now tested	Yes.	Engine Room Skylights	"	(State if on Felt).		
"	Bulkheads	Good.	Coal Bunkers, Open'gs, Lids, &c.	"	When put on, Month	Year	
"	Ceiling	"	Scuppers	"	Boats	Good.	
"	Cement or Asphalt	Current Good.	Cargo Hatchways	"	Masts, &c.	"	
"	Rudder	Good.	Hatches	"	Condition, how ascertained	By examination	
"	Steering gear and its connections	"	Planking	of Wood Vessels	(State if wedges removed)	✓	
"	Windlass	"	Caulking	ditto	Sails	✓	
"	Have Pumps now been examined and found efficient?	Yes.	Treenails	ditto	Equipment letter	"b +"	
"	Have Sluice Valves now been examined and found efficient?	No.	Breasthooks & Stemson	ditto	Anchors, No. of	4.	
"	Have Watertight Doors now been examined and found efficient?	No.	Transoms, Pointers, & Crutches	ditto	Cables (State if now ranged)	No	
"	Have Ventilators and their Coamings been examined and found efficient?	Yes.	Timbers of Frame at openings	ditto	" length (on board) stated to be complete		
"			Ditto ditto at other places	ditto	" Rule length		
"			Stringers, Clamps & Shells	ditto	Hawser & Warps	Good.	
"			Salting	(State if examined.)	Standing and Running Rigging	"	

ervations, Opinion as to Class, Recommendation, &c.:-

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 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

as far as now seen is in good condition and eligible in my opinion as classed without fresh record of survey; Notation of: S.S. No. 2 to be until completion of survey, subject to stem frame being specially examined next ing, and permanent repairs being carried out first convenient opportunity.

Special Damage or Repair Fee (if any).....£

Travelling Expenses (if chargeable).....£

Second Surveyor's Fee (if any).....£

Committee's Minute/

Character Assigned

LIVERPOOL

-5 SEP. 1930

Deferred for comp. S.S. No. 2. etc.

Fees applied for, -5 SEP. 1930

Received by me, 22.9.30

J.V. O'Malley

Surveyor to Lloyd's Register of Shipping.

TUE. 23 DEC 1930

Lloyd's Register Foundation

RPOOL

Continuation of Report No. 97540 dated

28/8/30. on the

Page: 2:

S.S. "HOGARTH."

REPAIRS. NOV. DONE:-

See: LIV. RPT. No 96893:

Quartern (aft peak spacer) one frame joined in place and bulkhead and part renewed: No 5 Lower Hold Starboard side one beam and one frame joined in place: No 5 Hold Aft Peak Bulkhead, one frame shell plates joined in place.

Ring plates fitted on No 4 Double Bottom Tank Top, Tank re-treated tank top covered with a 2" layer of cement
bottom now examined internally, were sealed and coated and hatch covers renewed.

List:- Cement Box out away Port Side. No 1. Upper Tween Decks. Defective wood, and shell joined in place with suitable inside doubler fitted in all disturbed caulking made good.

Shell plating in way of No 6. Tween deck Starboard side renewed in place; frames in way joined in place and all caulking made good.

Shell plating 3rd from Stem in 2nd Stale below sheer, renewed in place, all caulking in way made good.

Side Nos 1 and 2 plates from aft in 2nd Stale below sheer renewed in place: 3 frames and 2 beam knees joined in way and caulking in way made good.

THE SPECIAL SURVEY. THE FOLLOWING REPAIRS:- Vessel to be placed in Drydock bottom and examined and examined, chain locker to examine, and anchors and cable to and examined: No 2. Tank Top coaming angle in way of manhole

side to re-rivet: No 1: Hold Starboard side aft one shell unit to renew.

Reason List:- Port shell plate A5. B5 and C5 from forward and 6 ribs and 5 intercostals in No 1: Double Bottom Tank, Starboard shell and 4 floors and 3 intercostals in No 1: Double Bottom Tank, to deal with defects there will be dealt with when the vessel drydocks to complete special survey.

and Repair to Stem frame to be examined in drydock.

is proceeding to a South Coast port to lay up and will be for completion of special survey before going on service.

STL



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