

REPORT OF SURVEY FOR REPAIRS, &c.

Report of writing Report 10th Oct 1942 When handed in at Local Office 10th Oct 1942 Port of Halifax N.S.
 No. in Survey held at Halifax N.S. Date, First Survey 25th August Last Survey 21st September 1942
 No. of Visits 22
 1822 on the Wood, Iron or Steel WIN SCREW S/S "FVATEA"
 TONNAGE: 13482 Built at Barrow By whom Vickers Armstrong & Co When 1936-7
 GROSS 13482 Owners Union S.S. Co. of New Zealand Owners' Address (if not already recorded in Appendix to Register Book)
 UNDER DK. Managers Port belonging to Wellington
 NET 7929
 Surveyed Afloat or in Dry Dock? Both Name of Dock T. No. 23 Destined Voyage U.K.

ellDBorDBa feet; uE&B feet; f feet
 tal capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

ast Report, No. 4124 Port H.F.X

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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.

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.

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.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A.1	* LMC 10-39
with forward	B.S. 6-41
6, 14, 2 8-41	T.S. (C.4.) P 9-39
SS STD N-1-40	S 8-41
Fitted for 0.7.36 7 Labour 150 7.	
Society's Freeboard (if assigned) as painted on Ship and now verified	

Was a damage report made by anyone else? if so, by whom? Yr. R. W. Surveyor

PAIRS, OR EXAMINATION AS PER RULE, FOR On account of damage sustained through
 1) Collision with Empire Pick on the 28th June 1942 voyage Glasgow to Freetown
 2) Collision with U.S.N. 1000 vessel on the 27th August 1942 voyage Halifax N.S. to U.K.
 3) Heavy explosion on the 27th August 1942 voyage Halifax N.S. to U.K.
 Now done: Attended at request of Owners' Representative.
 Damage (1) Shell plating. Numbers as per plating plan. Starboard side.
 strake No. 20, 21, 22, renewed. K. 19 cropped on frame of stern (forward) & forward in place.
 20 Renewed increased on frame of stern.
 frames No. 178 to 187 cropped & part renewed. No. 176, 177, 188, 189 & 190 found in place.
 beams house renewed renewed & one found & refitted. Beams 178-180 under found in place.
 base deck stringer plates found in place. Brackets angle 14" renewed P.T.O.

MARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	18	25 part		6	2			As above.
Removed and Faird or Repaired	3							
Faird or Repaired in place	5	8			3		3	

GENERAL CONDITION OF THE

ing of Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
ngs	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if on Felt.)
& Fastenings	Cement or Asphalt	Oil Bunkers	When fitted, Month Year
le Plating	Rudder	Scuppers	Boats
" in way of sidelights	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
Part renewed good	Windlass	Hatches	Condition, how ascertained
e Frames	Have pumps been examined and found efficient?	Planking	(State if wedges removed.)
udinals	Have Sluice Valves been examined and found efficient?	Caulking	Equipment letter
verses	Have Watertight Doors been examined and found efficient?	Treenails	Anchors, No. of
ns	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stenson	Cables (State if now ranged)
rs	Have Ventilators and their Coamings been examined and found efficient?	Transoms, Pointers & Crutches	" length 330 ft mean diamr. 2 1/2"
Bottom Plating	Air and Sounding Pipes	Timbers of Frame at openings	" Rule length 330 ft size 2 1/2"
he Tanks been examined internally?	Doubling Plates under Sounding Pipes	" " at other places	Chain Locker
he Tanks been tested?		Stringers, Clamps & Shelves	Hawseers & Warps
		Saltgrip	Standing and Running Rigging
		(State if examined.)	Sails

General Observations, Opinion as to Class, Recommendation, &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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

is vessel is slightly in my opinion to remain as classed & to have record of survey
 1942 subject to the damaged structure along the starboard side being dealt
 with at the first convenient opportunity and as per items recorded in
 the Special Remarks list.

Fee (per Section 29) Damage (1) £ 250:00
 Damage or Repair Fee (if any) (2) £ 350:00
 ling Expenses (if chargeable) (3) £ 8:00
 Surveyor's Fee (if any) £ 70:00

Fees applied for,
 OCT. 7th 1942
 Received by me,
 19

A. D. Cantile,
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

FRI. 27 NOV 1942

1000 H.S.

With full

Att. final fuel

8.6.42

Rpt. 9a.

Port of *Halifax*Continuation of Report No. *4189* dated *10th Oct./42* on the*S/S "HYATEA"**H. 21, J 22 & doubler below house pipe faired in place.**Frames (N^o from ford) Starboard N^o 3.4.5 & 6 part renewed to lower side of house pipe N^o 1.2 & 7 cropped & part renewed N^o 8 faired in place Port side N^o 3.4.5 & 6 part renewed to house pipe, N^o 1.2.7 & 8 cropped & part renewed. N^o 9 faired in place.**Upper & lower stringer plating (in fore peak tank) and connections to shell renewed. Raising floors & brackets on frames N^o 1 to 6 inclusive renewed. Two panting beams & knees & two stiffeners on wash plate renewed. Plating of wash plate removed faired & refitted. Chain locker bulkhead part replaced & faired in place, four stiffeners of same removed faired & refitted.**Fore peak tank top at ford end faired in place, plate collar on same around disturbed frames renewed.**In way of N^o 1 hold S.S. Collision bulkhead wing plate part replaced & faired in place & bulkhead bar cropped & part renewed.**Frame N^o 196 faired in place**Anchors & cables examined latter ranged. Starboard anchor shackle pin renewed.**Fore peak tank tested & disturbed plating here tested & faired in order.**Damage (3) N^o 1 D.B. tank top, slight leakage at odd rivets & at coaming bar for side timbers made good by welding.**N^o 132 D.B. tanks examined internally, cement & cement coating broken & disturbed, cement renewed as necessary & tanks cement washed, afterwards tested & found in order.**Ford deep tanks (fresh water) Starboard: Two stringer connections on ford bulkhead welded & started rivets in aft bulkhead in way coffer dam caulked. Centre & stringer connections on aft bulkhead riveted & all started rivets caulked. Both tanks tested & found in order.**Oil fuel deep tanks: Riveting & bulkhead bar to ship side on ford bulkhead springing & riveting on inner bulkhead similarly effected same caulked as necessary. Tanks examined under test (oil fuel) & no further leakage noted.**Wood sheathing on weather deck, ford of bridge, promenade deck, boat deck, sports deck, & foremast deck house, found disturbed in various parts. About 41,000 running feet of deck caulked & painted.**Steel deck above mess room caulked.**Eight W.T. doors overhauled & placed in good working order.**Numerous small items about the crew & passenger accommodation have been dealt with, same have been recorded on Underwriters Surveyors report.**The indented & buckled plating as mentioned in the S.R. test now examined & found efficient.**A.D.*