

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report... 21st July, 1953. When handed in at Local Office... 22nd July, 1953. Port of... MIDDLESBROUGH.  
 No. in Reg. Book. Survey held at... MIDDLESBROUGH. Date, First Survey 26th January Last Survey 16th July, 1953.  
 12360 on the ~~Wooden~~ Steel s.s. "HARTBRIDGE". (No. of Visits... 53)

TONNAGE :- Built at West Hartlepool By whom W. Gray & Co. Ltd. When 1927 MONTH 4  
 GROSS 5136 Owners North of England S.S. Co. Ltd. Owners' Address -  
 UNDER DK. 4781 Managers Crosby Son & So. Ltd. Port belonging to West Hartlepool.  
 NET 3131

Surveyed Afloat or in Dry Dock? Both Name of Dock Smiths Dock Destined Voyage  
 Cell DBor DBa feet; uE & B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

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

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

Last Report, No. 58082 Port

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.

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 Services

Society's Freeboard (if assigned) as } 4 ft. 6 1/2 ins.  
 painted on Ship and now verified }

offered but not required.

Was a damage report made by anyone else? if so, by whom? Yes, Underwriters.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey, Freeboard Renewal, Alterations and Damage.

## Now done:-

Vessel placed in dry dock, shell plating, rudder and sternframe cleaned examined and recoated.  
 Examined holds, bilges, 'tween decks, engine and boiler room spaces, under engines and boilers, bunkers, chain locker, anchors and cables, fore peak internally, fore peak spaces, after peak internally, and after peak spaces, double bottom tanks internally, plating under side scuttles, casings, hatchways, companionways, covers, supports, tarpaulins, cleats and battening arrangements air and sounding pipes, hawse pipes, scuppers, masts, rigging (see report), windlass, steering gear, ventilators, pumps, watertight doors and general equipment and found or placed all in good condition.

Freeboard marks verified. Steering chains annealed and tested. continued

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	Five	-	-	-	-	-	-	See Report
Removed and Fair'd or Repaired	One part	-	-	-	-	-	-	
Fair'd or Repaired in place	Eight	Two Part	-	-	-	-	-	
	Three	Eleven	-	-	-	-	-	

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks good	good	good	(State if on Felt)
Caulking of Decks good	good	Coal Bunkers, Openings, Covers, &c good	When fitted, Month Year
Coamings good	good	Oil Bunkers None	Boats good
Beams & Fastenings good	good	Scuppers good	Masts, Yards, &c. good
Outside Plating good	good	Cargo Hatchways good	Condition, how ascertained By exam.
" " in way of sidelights good	good	Hatches good	(State if wedges removed.)
Frames good	good	Planking -	Equipment letter Z
Reverse Frames good	good	Caulking -	Anchors, No. of 3 B 1 S
Longitudinals none	good	Treenails -	Cables (State if now ranged) Yes
Transverses none	good	Breasthooks & Stemson -	" length 270 fms mean diamr. 2 1/2
Floors good	good	Transoms, Pointers & Crutches -	" Rule length 270 fms 2.4/16
Keelsons good	good	Timbers of Frame at openings -	Chain Locker good
Stringers good	good	" " at other places -	Hawsers & Warps good
Inner Bottom Plating good	good	Stringers, Clamps & Shelves -	Standing and Running Rigging good
Have the Tanks been examined internally? Yes	good	Satting -	Sails none
Have the Tanks been tested? Yes	good	State if examined	

## 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 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."

This vessel, is now in a good condition and eligible in our opinion to remain as now classed with fresh record of survey 7.53 and to have the notation of s.s. Mdb.7.53 (Dr) without special conditions and with endorsement B shell plate K.15 (ss) indented.

Survey Fee (per Section 23)	£ 90	Fees applied for,
Special Damage or Repair Fee (If any) (per Sec. 23)	£ 30	22/7/ 1953.
Repairs.	£ 50	Received by me,
Travelling Expenses (if chargeable)	£	19
Second Surveyor's Fee (if any)	£	

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THURSDAY 20 AUG 1953

Character assigned

7.53 Mdb. without spl can (Lm)  
 ss. mab 7.53 (Dr) with endorsement  
 + Lm C 7.53

003487-003494-0105/17

Lloyd's Register



s.s. "HARTBRIDGE" (Hull).Transverse Bulkheads (cont'd).

and starboard side of centre line.

Local doublers fitted on wing plates port and starboard.

Bulkhead between Nos.2/3 holds:-

Two lower strakes and lower wing plates renewed.

Bulkhead between Nos.4/5 holds:-

Port wing plate cropped and part renewed.

Bulkhead between Nos.1/2 holds:-

Local doubler fitted between stiffeners in way of port bilge.

Side Shell Stringers.

No.1 hold:- Forward plate in upper stringer renewed.) Port Side

Two forward plates in lower stringer renewed.

No.2 hold:- Port side lower and upper stringer plate completely renewed for full length of hold.

Starboard side lower stringer two foremost plates renewed.

No.4 hold:- Port side upper stringer plate completely renewed for full length of hold.

Starboard side upper stringer plate, centre section renewed.

No.5 hold:- Port side lower stringer after plate cropped and part renewed.

Port side upper stringer forward plate renewed.

Starboard side lower stringer, two after most plates renewed.

Starboard side lower stringer aftermost plate cropped and part renewed.

Starboard side upper stringer aftermost plate cropped and part renewed.

Engine Room:- Five shell angles of port side upper stringer renewed.

Centre Line Bulkheads.

No.1 Hold:- Coaming plate on forward and after bulkheads cropped and part renewed.

No.2 Hold:- Forward bulkhead centre strake cropped and part renewed.

After bulkhead forward coaming plate renewed and foundation bar cropped and part renewed.

No.4 Hold:- Forward bulkhead cropped above thrust recess and lower plate renewed.

Foundation bar to tunnel top renewed.

After bulkhead cropped and part renewed at fore end and two stiffeners brackets renewed. Angle bar connection to tunnel top renewed.

No.5 Hold:- Lower portion of forward and after bulkhead cropped and part renewed.

Double Bottom Tank Under Boilers. (Port and Starboard)

After solid floor doubled. Forward solid floor outboard portion doubled. All intercostal plates renewed.

All tank margin brackets of bracket floors renewed.

continued.

s.s. "HARTBRIDGE" (Hull).No.2 double bottom tank.

Upper half of port and starboard intercostals in nine after spaces doubled and welded to existing ~~xx~~ doublers on lower half of the intercostals.

Engine Room Double Bottom Tank.

Port side:- Three after floors doubled.

Intercostals and vertical angles renewed where necessary.

After tank end doubled.

Starboard side:- All floors doubled except where previously part renewed.

Intercostals renewed as found necessary.

After Peak Tank.

Forward portion of washplate renewed and upper horizontal stiffener cropped and part renewed; two forward vertical stiffeners renewed on washplate together with top brackets and beam lugs; 18 beam knees under tank top welded where riveting found slack; forward bulkhead upper girder plate cropped and part renewed; port and starboard lower shell stringer cropped and forward end renewed, together with bulkhead connections; tank top plating completely renewed with the exception of the stringer plates.

Side Bunkers (port side).

Forward Bulkhead:- Upper wing plate cropped and outboard portion renewed; centre wing plate renewed; 2nd, 3rd, and 4th strakes above tank top cropped and part renewed.

After Bulkhead:- Coaming plate doubled between inboard stiffeners and between inboard stiffener and corner bar of longitudinal bulkhead.

Shell Stringers:- Upper and lower shell stringers with all connections completely renewed.

Shell Frames:- Reverse bars fitted to nine after frames from bilge brackets to upper deck.

Upper Deck Beams:- Two deck beams in way of side bunker hatch cropped and part renewed.

Inboard Bulkhead (Longitudinal):- Two plates renewed on upper sloping bulkhead; flat bar face bars welded to lower portions of forward bulkhead stiffeners; forward coaming plate renewed; second coaming plate from forward cropped and forward portion renewed.

Side Bunkers (Starboard Side).

Forward Bulkhead:- 2nd wing plate from top cropped and part renewed; 3rd wing plate from top renewed; 3rd strake below upper deck cropped and outboard portion renewed and stiffeners in way cropped and part renewed; bulkhead boundary bar cropped and part renewed.

Shell Stringers:- Upper and lower shell stringers with all connections completely renewed.

Shell Frames:- Reverse bars fitted to 10 after shell frames from bilge brackets to upper deck.

continued.

s.s. "HARTBRIDGE" (Hull).

Upper Deck Beams:- After beam in way of side bunker hatch cropped and part renewed.

Inboard Bulkhead:- 2nd coaming plate from forward cropped and part renewed; forward stiffener cropped and lower portion renewed.

Gross Bunker.

After ends of upper port and starboard shell stringers renewed.

'Tween Deck Bunkers.

One plate on saddle back (ss) renewed; two plates on athwartship casing above saddle back renewed and two plates cropped and part renewed on after bulkhead; two plates on athwartship casing above saddle back renewed and three plates cropped and part renewed on forward bulkhead;

One deck plate abreast the boiler room door "C" strake (ss) renewed.

" " " " " engine casing "C" " (ss) renewed.

" " " " " the bunker hatch "D" Strake (ss) renewed.

Steering gear.

48 feet of steering chain renewed.

Hawse Pipes.

Starboard hawse pipe and deck casting renewed.

Rigging

Rigging renewed as recommended in rigging report which accompanies this report.

Freeboard Renewal Survey.

A freeboard renewal survey was carried out at this time and a report C.12 (a) and form C.11 (C), have been forwarded to London Office.

Hatch beams, slides, covers, tarpaulins, supports, cleats, vent and air pipe plugs and covers etc., all overhauled or renewed as found necessary.

S.R.L.

All items now dealt with as detailed under damage in this report and it is submitted that these items be deleted from the S.R.L. (Cables checked and total length of cable required by rules found to be on board vessel.)

Endorsements K.9 plate now repaired as detailed in damage No.3 and this item may now be deleted from the S.R.L. K.15 (ss) examined and found to remain efficient nothing done at this time.

Alterations

Donkey boiler recess bulkhead and side bulkheads removed and transverse bulkhead in way of donkey boiler (now removed) replated as detailed on approved plan which accompanies this report. Bulkhead hose tested and found in order.

continued.

s.s. "HARTBRIDGE" (Hull).

Damages1. Stated to have been sustained through contact with Pier Head, Cardiff on 1st Nov. 1952.Found and permanent repairs (counting plates from aft).

Stem bar set over to port, crepped at 22'0" mark and lower portion removed, faired and refitted, cut double vee and electrically welded.

port Side Shell Plate B.19 - buckled, crepped and fore end renewed.

" " " " C.19 - slightly buckled, faired in place.

" " " " E.19 - buckled, removed, faired and refitted.

" " " " F.19 - buckled, renewed.

" " " " G.19 - buckled, renewed.

" " " " H.19 - slightly buckled, faired in place.

Starboard Side Shell Plate C.19 - buckled, removed, faired and refitted.

" " " " E.19 " " " " "

" " " " F.19 " " " " "

" " " " G.19 " " " " "

" " " " H.19 - buckled, renewed.

Fore peak tank tested upon completion of above repairs and all found in order.

Damage 2.Stated to have been sustained through contact with corner of Lech Entrance whilst moving vessel from Reath Dock to Queens Dock, Cardiff, on 17th November, 1952.Found and Permanent Repairs (counting shell plates from forward) Starboard Side:-

No.5 &amp; 6 plates in the 3rd strake below the sheerstrake (upper deck) set in and buckled, renewed.

No.7 plate in the 3rd strake below the sheerstrake slightly indented, faired in place.

No.9 plate in the 3rd strake below the sheerstrake set in, removed, fair and refitted.

No.5 plate in the 4th strake below the sheerstrake indented, removed, faired and refitted.

Internally in way of above Damage.

Eight frames in way of No.9 plate in the 3rd strake below slightly buckled, heated and faired in place.

Two frames in way of No.5 &amp; 6 plates in the 3rd strake below buckled, crepped, removed, faired and refitted.

Bulkhead between Nos.1 and 2 holds slightly buckled, faired in place and bulkhead boundary bar buckled, crepped, faired and refitted.

Side shell stringer in way of damage buckled, crepped and part renewed.

Six side shell stringer lugs buckled, renewed.

Upon the completion of the above permanent repairs the shell plating in way was hose tested and all found in order.

Damage (3)

Stated to have been sustained through contact with dredger "BURBO" at Birkenhead 19th October, 1949.

Found.

No.9 shell plate in the 2nd strake below the sheerstrake (K. strake) set in,

removed, faired and refitted, and adjacent shell plates slightly buckled,

s.s. "HARTBRIDGE" (Hull).

faired in place. Framing in way faired in place as found necessary.

Shell plating in way of above damage hose tested upon completion of repairs and all found in order.

5m, 0.48.

VESSEL'S NAME "HARTBRIDGE" REPORT MIDDLESBROUGH No. 19960

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in hundredths of an inch.

STRAKE.	AMIDSHIP.					FORWARD.					AFT.					REMARKS.
	Original Thickness	Thickness by drilling.		Diminution if any.		Original Thickness	Thickness by drilling.		Diminution if any.		Original Thickness	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.	
BRIDGE SHEER STRAKE	}															
Strake below		.60	.57	.60	.03	-										
SHEER STRAKE		.59	.50	.56	.09	.03	.44	.53	.43	-	.01	.44	.61	.54	-	-
1st Strake below		.59	.53	.55	.06	.04	.44	.53	.48	-	-	.44	.64	.53	-	-
2nd "		.59	.49	.44	.10	.15	.44	.44	.38	-	.06	.44	.48	.46	-	-
3rd "		.59	.50	.45	.09	.14	.44	.44	.46	-	-	.44	.46	.48	-	-
4th "		.59	.52	.55	.07	.04	.44	.38	.48	.06	-	.44	.50	.48	-	-
5th "		.60	.49	.54	.11	.06	.46	.41	.44	.05	.02	.46	.42	.47	.04	-
6th " CEMENT.		.60	.59	.53	.01	.02	.46	.43	.50	.03	-	.46	.42	.35	.04	.11
7th "		.60	.55	.57	.05	.03	.46	.49	.47	-	-	.46	.60	.60	-	-
8th "		.60	.48	.56	.12	.04	.46	.43	.45	.03	.01	.46	.41	.36	.05	.10
9th "		.60	.56	.56	.04	.04	.46	.50	.40	-	.06	.46	.57	.63	.09	-
10th "		.60	.60	.51	-	.09	.46	.39	.40	.07	.06	.46	.44	.41	.02	.05
11th " (KEEL)		.77	.76		.01	.68						.68				
12th "																

Drillings at ends to be made in the vicinity of the peak bulkheads.