

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 25th April 1956. When handed in at Local Office 26-4-1956 Port of Antwerp.

No. in Reg. Book 13103 Survey held at Antwerp. Date, First Survey Oct. 31, '55 Last Survey April 6 1956. on the Wood, Iron or Steel ss. "HILARI".

TONNAGE :-

GROSS 7420

UNDER DECK

NET 4268

Built at Birkenhead

By whom Cammell Laird & Co. Ltd.

When 1931 8

Owners Booth S.S. Co. Ltd.

Owners' Address

(If not already recorded in Appendix to Register Book)

Managers

Port belonging to Liverpool.

Surveyed Afloat or in Dry Dock? Both Name of Dock City Dry dock No. 1 Destined Voyage

Cell DB or DBa feet; uE&B feet; f feet }
total 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.

Last Report, No. 142760 Port LIV

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

Society's Freeboard (if assigned) as 12 ft. 9 in. painted on Ship and now verified

Yes, not required.

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

Yes. Salvage Assoc.

REPAIRS, OR EXAMINATION AS PER RULE FOR SPECIAL SURVEY D.

NOW DONE:—Vessel placed in dry dock, shell plating and rudder cleaned, scaled, examined and recoated.

Examined:— All holds, decks, wooden deck sheathing, 'tweendecks, engine and boiler spaces, under engines and boilers, anchors and cables, chain locker, fore peak tank internally, forepeak spaces, after peak tank internally, after peak spaces, all Double bottom tanks internally, oil fuel bunkers and settling tanks internally, cofferdams internally, plating under sidelights, machinery and other casings, masts, (no wedges) rigging, funnel, hatchways, covers, supports, tarpaulins, cleats and battening down arrangements, ventilators, air and sounding pipes, steering gear, auxiliary steering gear, windlass, pumps, W.T. doors, general equipment and freeboard.

Freeboard markings verified.

All spaces cleared, cleaned, scaled as found necessary with ceiling, bilge limbers, cement chocks P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	18 R. 3	21 R. 28			R. 1	1	1	
Removed and Faird or Repaired	9							
Faird or Repaired in place	31	4			10		2	

PRESENT CONDITION OF THE

Decks good.	Bulkheads good	Engine Room Skylights good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks good.	Ceiling good	Coal Bunkers, Openings, Covers, &c. ✓	When fitted, Month Year
Coamings good	Cement or Asphalt cement good	Oil Bunkers good	Boats good
Beams & Fastenings good	Rudder good	Scuppers good	Masts, Yards, &c. good
Outside Plating good	Steering gear and its connections good	Cargo Hatchways good	Condition, how ascertained from aloft
" " in way of sidelights good	Windlass good	Hatches good	(State if wedges removed.)
Frames good	Have pumps been examined and found efficient? yes	Planking	Equipment letter b t
Reverse Frames --	Have Sluice Valves been examined and found efficient? --	Caulking	Anchors, No. of 2 B. 1 S.
Longitudinals --	Have Watertight Doors been examined and found efficient? good	Treenails	Cables (State if now ranged) yes
Transverses --	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson	" length 300 mean diamr. 2 11/32
Floors good	Have the Tanks been examined internally? yes	Transoms, Pointers & Crutches	" Rule length 300 size 2 3/8
Keelsons good	Have the Tanks been tested? yes	Timbers of Frame at openings	Chain Locker good
Stringers good	Air and Sounding Pipes good	" " at other places	Hawsers & Warps sufficient
Inner Bottom Plating good	Doubling Plates under Sounding Pipes good	Stringers, Clamps & Shelves	Standing and Running Rigging good
		Salting	Sails --
		State if examined	

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."

This vessel is in good condition and is eligible, in our opinion to remain as classed in the Register Book with fresh records of Drydocking 3.56 and SS.Ant. (Dr.) 4.56, when the repaired Bower anchor has been placed on board.

Survey Fee (per Section 23)	Spec. Survey Fee	25.455.-	Fees applied for,
Repairs	Repairs	50.000.-	26-4-1956
Special Damage or Repair Fee (if any) (per Section 23)		30.000.-	Received by me,
Travelling Expenses (if chargeable)		5.700.-	19
Copy of Fbd. Rpt. (Lon Ltr. Fbd. W.R.D.)		147.-	
Second Surveyor's Fee (if any)			

Committee's Minutes

Character Assigned

THURSDAY 24 MAY 1956

See p.w. 142387

last assign 3.56 Ant

53.56

53.56

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

005307-005310-005714

Port of Antwerp.

Continuation of Report No. 31190 dated 25-4-1952 on the

S.S. "HILARY".

It is submitted that all the above items be deleted from the S.R. List, except the damaged bower anchor and it is recommended that to complete the Special Survey the repaired bower anchor be placed on board.

List of Endorsements: Indents in bottom and shell plating (P.&S.) bilge keels (P.&S.) have now been dealt with, see body of report and it is submitted that these items be deleted.

DAMAGES stated to have been sustained:-

- 1) to N°3 hold tanktop plating due to contact by wooden bulkhead uprights falling from N°3 tweendeck whilst vessel was in the River Amazon on the 9th & 10th August 1952.
- 2) to shell plating starboard side aft due to contact with fender whilst berthing at Maceio on the 11th October 1952.
- 3) to shell frame starboard side N°4 hold whilst loading logs at Jararaca on the 3rd. to 6th November 1952.
- 4) to shell plating starboard side aft due to contact with quay whilst berthing at N°2 King's Dock, Liverpool on the 25th November 1952.
- 5) to bottom plating due to grounding and contact with river bank whilst on passage from Santans to Belem on the 20th January 1953.
- 6) to shell plating starboard side aft due to contact by tug at Las Palmas on the 31st. January 1953.
- 7) due to grounding in River Amazon whilst on passage from Manaus to Itacoatiara on the 14th to 17th June 1953.
- 8) to stem due to contact by tug "Huskinson" whilst vessel was berthed at Princes Landing stage Liverpool on the 10th July 1953.
- 9) to shell plating port side amidships due to contact with Brunswick dock wall whilst moving from N°2 King's dock, Liverpool to N°3 drydock, Birkenhead on the 17th July 1953.
- 10) to shell plating starboard side in way of forepeak tank, cause and date unknown.
- 11) to shell plating port side in way of engine room, causes and date unknown.
- 12) to shell plating port side amidships in way of middle coaling door by contact with stem of ss. "Novelist" on the 29th September 1953.
- 13) to bottom plating and bilge keels due to resting on bottom at Breves from the 17th to the 30th August 1953,
- 14) to tunnel top plating N°5 hold due to contact by falling hatch beam and steel hatches on the 3rd. July 1954
- 15) to shaft recess and tunnel side plating N°5 hold, cause and date unknown.
- 16) to hold's structure sustained whilst loading heavy logs in River Amazon during October 1954.
- 17) to shell plating and internal structure port side amidships in way of steward's bulk store, cause and date unknown.
- 18) to shell plating starboard side due to contact with Brunswick lock on the 24th November 1954.
- 19) to shell plating port side aft due to unknown contacts, dates unknown.

NOW DONE:-

Damage N°1.

N°2 plate from forward in centre strake indented, this plate now renewed.

pipe casing etc. removed. Insulation in refrigerated chambers and wooden deck sheathing and other deck covering partly removed. Shell plating and strength decks drilled. (see below).

TESTED:- All Double Bottom tanks, oil fuel bunkers and settling tanks, fore and after peak tanks.

Thickness of plating: ascertained by drilling and previously submitted.

NOW DONE:-

S.R. List 1°/Indented tank top plating etc. in N°3 hold examined and dealt with as necessary (see also N°1 damage below).

2°/Deck plating N°5 'tweendecks examined. As stated this item was dealt with at Liverpool as follows, but not reported: four stringer plates renewed and three deck plates part renewed (see plan 5289). These repairs now examined and found satisfactory.

3°/Equipment: damaged bower anchor and port side chain cables specially examined. Found all lengths (10) of port chain cables badly worn and a great number of studs slack. These ten lengths of chain cable now renewed (see particulars). Markings checked with Certificates. Damaged bower anchor examined found fluke bent. This anchor was sent to the U.K. for repairs and as stated will be placed on board on vessel's arrival at Liverpool from this port.

4°/As per deferred Reports: N°3 Double Bottom tank top plating. Five tank top plates renewed and ten plates part renewed, two plates partly doubled. (see plan N°4989).

see Continuation sheet N°1.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Status.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
97750	15 1/2	2 1/16	106 7/10	143 5/8	46-0-9	44 1/2	15	2 1/16	Steel Link	Hadley Heath 13.6.55	
97751	15 5/8	2 7/16			47-0-9					H. Phillips	
97752	15 1/2	2 7/16			45-0-9						
97753	15 0/8	2 7/16			47-1-14						
97754	15 1/2	2 7/16			46-0-12						
97755	15	2 7/16			45-0-12						
22060	28 3/4	2 7/16			24-1-22	19	30			Chas. 17 Feb. 56	
4117	15 5/8	2 7/16			46-0-12	46 1/2	30			Cardiff 17 Feb. 56	
REPAIRED AND RETESTED CABLE.											
22059.	15	2 1/2	38 7/10		44-0-9	41 1/8	15	2 1/16	Steel Link	Chas. 17 Feb. 56	

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

30 APR 1956

Rpt. 9a

Port of Antwerp.

Continuation of Report No. 31190 dated 25-4-1952
2.

on the

s.s. " HILARY ".Damage N°.2.

Shell plating Starboard side: 1st strake below main sheer N°.13 plate slightly indented, faired in place. 2nd. strake below main sheer N°.13 plate badly indented, plate renewed. N°s.14,16,22,24,25 tweendeck frames cropped and part renewed.

Damage N°.3.

N°.4 hold starboard side: N°.9 frame from aft buckled, frame now renewed.

Damage N°.4.

Shell plating starboard side: 1st. & 2nd.strakes below main sheer N°s 15 plates set in on common landing, plates now faired in place, five 'tweendeck frames in way cropped and part renewed.

Damage N°.5.

Bottom plating port side: C strake N°.4 & 6 plates and D strake N°.6 plate slightly set up, these plates now faired in place. D strake N°.8 plate set up, this plate now removed, faired and replaced. N° 1 & 2 lengths of bilge keels distorted, N°.1 length faired in place and N°.2 length removed, faired and replaced.

Damage N°.6.

Shell plating starboard side: 2nd strake below main sheer N°.15 plate slightly indented, this plate now faired in place.

Damage N°.7.

Bottom plating:- keel strake N° 1,2 & 5 plates slightly set up, these plates now faired in place. N°.3 & 11 plates set up now renewed. N°.6 plate set up, removed, faired and replaced. A strake port side N°s 4,7 & 12 plates slightly set up, now faired in place.

Damage N°.8.

Stem plating port and starboard sides: G strake N°.1 plates set over, these plates removed, faired and replaced. Stem bar in way of above stem plating set over, now faired in place.

Damage N°.9.

Shell plating port side: J strake N°. 6 plate indented, faired in place. N°s 7,8 & 9 plates badly indented now renewed. K strake N°s 6 & 7 plates badly indented now renewed. IO distorted shell frames in way of above shell plating, renewed, beam knees and deck beams in way faired in place. N°.3 upper tweendeck plating and deck beams in way distorted, faired in place.

Damage N°.10.

Stem plating starboard side: F strake N°.1 plate indented now removed, faired and replaced, stringer angle and two shell frames in way, faired in place. D strake N°.1 plate slightly set in, faired in place.

Damage N°.11.

Shell plating port side: F strake N°s 8,10 & 11 plates set in, now renewed.

Damage N°.12.

Shell plating port side: H & K strakes N°.8 plates slightly set in, faired in place.

Damage N°.13.

Bottom plating port side: D strake N°.8 plates set up, plate removed, faired and replaced. E strake N°.5 plate set up, faired in place.



© 2021

Lloyd's Register
Foundation3/9
0057

30 APR 1956

Rpt. 9a

Port of Antwerp.

Continuation of Report No. 31190 dated 25-4-1912
3.

on the

s.s. " HILARY ".

Damage N°. 14.

Tunnel plating in way of N°.5 hold, one top plate part renewed.

Damage N°.15.

Tunnel recess starboard side: forward bulkhead two plates with angle bar attachments to tunnel side and recess top and one vertical stiffener set in and buckled, these plates, angle and stiffener removed, faired and replaced.

Damage N°.16.

N°.1 hatch trunkway: After bulkhead: bulkhead plating indented in several places, faired in place. Vertical halfround chafing bars in way removed, faired and replaced. Deck beam at base of trunk distorted, cropped and part renewed.

Port bulkhead indented in four places, plating faired in place. Four vertical halfround chafing bars in way removed, faired and replaced.

N°.2 hold: Forward bulkhead.3rd strake from top one plate indented, faired in place. After bulkhead: N°4 channel stiffeners port and starboard sides, faired in place.

N°.2 lower tweendeck: N°.2 deck plate from aft (port side) 2nd. strake from hatch set in, plate renewed.

N°.3 lower holds forward bulkhead:N°s 1, 2 and 3 horizontal centre strakes of plating removed, faired and replaced. N°.4 strake renewed. (indented)

N°.3 lower tweendeck forward bulkhead at centre: plating indented now renewed, six distorted stiffeners, cropped, faired and replaced.

N°.5 lower hold: Access door to shaft recess port side together with plating buckled, access door removed, faired and replaced, plating in way faired in place. Recess top plating indented in four places, faired in place.

Damage N°.17.

Shell plating etc., port side: K strake N°.12 plate indented now renewed. J strake N°s 12 & 13 plates indented, now renewed. H strake N°. 11 plate indented, removed, faired, replaced with after end cropped and renewed. H strake N°.12 plate indented now renewed. 11 distorted frames in way cropped and part renewed. 4 slightly distorted frames faired in place. Five distorted beam knees removed, faired and replaced.

Damage N°.18.

Shell plating starboard side: K strake N°s 10 & 11 plates set in, renewed. J strake N°. 11 plate set in, removed, faired and replaced. 10 distorted frames in way of above plating renewed. N°s 3,4,10 & 11 lower tweendeck frames distorted, cropped and part renewed. Lower tweendeck cement bar in way renewed. 8 lugs renewed.

8 lugs renewed.

Damage N°. 19.

Shell plating port side J strake N° 15 plate indented, removed, faired and replaced. K strake N°s 14 & 15 plates slightly indented, faired in place.

H strake N°. 14 plate indented at upper landing, faired in place.

REPAIRS FOR WEAR & TEAR AND ALTERATIONS.

Shell plating - Port side:

Sheerstrake N°2 plate cropped and part renewed.

Strake below sheerstrake: N°s 7,8 & 9 plates renewed.

K strake: N° 8 plate renewed.



© 2021

Lloyd's Register
Foundation

30 APR 1956

Rpt. 9a

Port of Antwerp.

Continuation of Report No. 31190 dated 25-4-1956

on the

s.s. " HILARY ".

J. strake: N° 10 plate renewed. N° 11 plate cropped and forward end renewed.

H strake: N° 9 plate renewed.

G strake: N° 7 plate renewed.

F strake N°s 13 & 14 plates renewed; N°s 12 & 16 plates cropped and part renewed.

D strake: N° 7 plate cropped, after end removed, faired and replaced.

C strake: N° 15 plate renewed.

Keel strake N°s 10, 12 & 13 plates renewed.

Shell plating - starboard side:

Sheer strake: N° 2 plate cropped and part renewed.

K strake: N°s 4, 5 & 12 plates renewed N° 15 plate cropped and after part renewed. N°s 6 & 7 plates faired in place.

J strake: N°s 5, 10 & 12 plates renewed, N° 9 plate removed, faired and replaced, N°s 8, 13 & 14 plates faired in place.

H strake: N°s 7 & 10 plates renewed, N°s 5, 6, 8 & 11 plates removed, faired and replaced. N°s 4 & 12 plates faired in place.

G strake N°s 4, 7 & 9 plates renewed.

F strake N°s 8, 10 & 13 plates renewed, N° 6 plate cropped and after end renewed.

E strake N° 13 plate renewed.

A strake N° 7 plate faired in place.

Shell frames:

Forecastle crew accommodation - starboard side:

3 frames renewed, 10 frames cropped and part renewed in way of cement chocks.

- port side:

3 frames renewed, 9 frames cropped and part renewed in way of cement chocks.

Forward crew accommodation above main deck - starboard side:

9 frames renewed. 7 frames cropped and lower part renewed.

- port side:

14 frames renewed. 10 frames cropped and lower part renewed. A number of frames (P.&S.) stiffened with welded back bars in way of cement chocks.

Space above forepeak tank - starboard side: 2 frames cropped and part renewed.

- port side: 3 frames cropped and part renewed.

N° 1 lower 'tweendeck spaces - port and starboard sides: 19 frames cropped and lower parts renewed.

N° 2 lower 'tweendeck spaces - starboard side: 5 frames renewed. 2 frames removed, faired and replaced. 7 frames cropped and lower part renewed

- port side: 6 frames renewed, 9 frames cropped and lower part renewed.

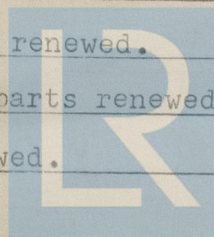
N° 2 lower hold - Port and Starboard sides: 17 frames stiffened with welded backstraps in way of cement chocks at bilges.

Midships accommodation above main deck - starboard side: 49 shell frames cropped and lower part renewed. Port side: 42 shell frames cropped and lower parts renewed.

N° 3 'tweendeck space - Port side: 10 frames renewed - starboard side: 11 frames cropped and lower parts renewed.

N° 3. lower hold - port and starboard sides: all shell frames renewed.

Boiler room: starboard side: 2 shell frames cropped and lower parts renewed - port side: 3 shell frames renewed, 2 frames cropped and lower parts renewed.



© 2021

Lloyd's Register Foundation

30 APR 1956

Rpt. 9a

Port of Antwerp.

Continuation of Report No. 31190 dated 25-4-1952
5.

on the

s.s. " HILARY ".

Engine room - port side: 9 shell frames cropped and lower part renewed.

Engine room 'tweendeck space - starboard side: 9 shell frames renewed.

N° 4 lower hold - starboard side: 14 frames renewed. 2 frames cropped and lower part renewed. Port side: 11 frames renewed and remainder stiffened with welded back bars in way of cement chocks.

N° 4 'tweendeck space - starboard side: 1 frame renewed. Port side: 8 frames renewed.

N° 5 lower hold - port & starboard sides: 17 frames cropped and lower parts renewed.

N° 5 'tweendeck space in way of luggage room - port and starboard sides: 6 frames stiffened with welded back bars in way of cement chocks.

Transom space: 12 frames cropped and lower parts renewed.

DECK PLATING:

Upper deck:- Deck plates between N° 2 hatch and forecastle bulkhead partly doubled.

Companionway P.S. and three coal scuttles removed and openings plated over.

A number of deck plates in way of accommodation cropped and part renewed.

Deck plate port side of N° 4 hatch and starboard side of N° 5 hatch partly doubled.

A great many wooden deck retaining angle bars renewed.

Wooden deck planking renewed as found necessary.

Main deck:- Forward of chain locker: two plates cropped and after part renewed.

In way of 1st. class dining room and crew accommodation: port side- 6 plates renewed. ^{two plates cropped and part renewed.} Starboard side: 1 plate renewed and 7 plates cropped and part renewed.

Port side of E.R. and B.R. casings: 7 plates renewed. 6 plates cropped and part renewed.

Starboard side of E.R. and B.R. casings: 10 plates renewed, and 2 plates cropped and part renewed.

Forward of B.R. casing: five plates cropped and part renewed.

Several deck plates doubled.

Lower 'tweendeck:-

N° 1 'tweendeck plating: 5 plates renewed and 7 plates cropped and part renewed.

N° 2 'tweendeck plating: 6 plates renewed and 7 plates cropped and part renewed.

N° 3 'tweendeck plating: 13 plates renewed and 2 plates cropped and part renewed.

N° 4 'tweendeck plating: 12 plates cropped and part renewed.

N° 5 'tweendeck plating: 3 plates partly doubled.

Promenade deck: 15 deck plates renewed, 21 plates cropped and part renewed. All wooden deck sheathing renewed.

Boat deck:- 8 deck plates part renewed. 15 deck plates faired in place - wooden deck sheathing renewed.

Forecastle deck:- three deck plates cropped and part renewed - 7 deck plates partly doubled. Wooden deck retaining angle bars P & S. completely renewed. Wooden deck planking renewed as found necessary.

Fidly top:- Plate between funnel and E.R. skylight renewed. Several plates locally doubled. Plating under sanitary tanks and next to E.R. skylight P & S. doubled. Stormflaps partly renewed. Stokehold and E.R. ventilator coamings renewed.



© 2021

Lloyd's Register
Foundation

30 APR 1956

Rpt. 9a

Port of Antwerp.

Continuation of Report No. 31190 dated 25-4-1956

on the

s.s. " HILARY ".

TANKTOP PLATING:

Fuel oil cross bunker: tanktop plating completely renewed except three plates.

N° 1 D.B. tanktop: four plates renewed.

N° 2 D.B. tanktop: 6 plates renewed and seven plates part renewed.

N° 6 Engine room D.B. tanktop: a number of tanktop plates partly doubled and two plates port side cropped and part renewed.

N° 7 D.B. tanktop: 5 plates renewed and 3 plates part renewed.

N° 8 D.B. tanktop: 2 plates renewed and 2 plates part renewed.

P.S. margine plate at after end doubled over 4 frame spaces and after length of gusset plate renewed.

BULKHEADS:

Forepeak bulkhead: bulkhead plating cropped at forepeak tanktop and renewed for about 3' high, six stiffeners in way cropped and lower parts with brackets renewed.

Doubling plates welded to bulkhead in way of four stringer brackets brackets and angle bars part renewed.

N° 1 lower hold after bulkhead: lower strake of plating in way of bilges renewed; centre part of lower strake cropped and part renewed. 8 Vertical stiffener brackets to tanktop renewed.

N° 2 Lower hold after bulkhead: five plates cropped and part renewed. 16 Vertical stiffeners brackets to tanktop renewed.

N° 3 Lower hold after bulkhead: All plates except four plates renewed, three bulkhead stiffeners with brackets renewed, 18 stiffeners cropped and lower parts renewed.

N° 3 'tweendeck after bulkhead: All plates, stiffeners and lugs renewed.

Boiler room forward bulkhead above fuel oil bunker: plating cropped at fuel bunker tanktop and renewed up to main deck.

Engine room after bulkhead in way of fresh water tanks:- port side: three plates and two stiffeners cropped and part renewed. Starboard side: one plate renewed, one plate cropped and part renewed, four stiffeners cropped and part renewed.

N° 4 hold after bulkhead: lower strake of plating with bulkhead stiffener brackets renewed; four bulkhead stiffeners cropped and part renewed.

Tunnel- starboard side: two plates cropped and part renewed.

Tunnel recess:-bulkhead port side: two plates renewed.

Top plating- three plates renewed, six shell frame brackets (P & S) to recess top plating renewed.

Afterpeak bulkhead:- lower part under sterntube renewed.

DOUBLE BOTTOM TANKS INTERNALLY:-

A number of floors, intercostals and angle bars in way of renewed tanktop plating faired in place.

N° 6 double bottom tank P & S. A great number of rivets in angle bars connecting floors and intercostals to tanktop plating renewed or welded.

N° 7 D.B. tank: P .S. 4 intercostals renewed and 2 floors cropped and part renewed.

S.S. 2 intercostals renewed and one floor cropped and upper part renewed.

N° 8 D.B. tank: P.S. 9 floors part renewed.

S.S. 15 floors part renewed.

Domestic F.W. Deeptanks:



© 2021

Lloyd's Register
Foundation

0057

30 APR 1956

s.s. " HILARY ".

Port tank: Forward bulkhead : bottom strake renewed, 2nd. strake from bottom inboard plate renewed. 2 Stiffeners part renewed. After bulkhead: 3 stiffeners renewed. Two deckbeams and knees renewed. Stringers part renewed.

Starboard tank: Forward bulkhead: topstrake renewed. 4 Stiffeners part renewed. After bulkhead one stiffener faired. Two deckbeams part renewed.

LOWER HOLD PILLARS: D PILLAR

N°.1 Hold: Port and starboard after pillar base plates renewed, and lower parts of pillars stiffened with welded doublers.

N°.2 Hold: Port and starboard pillars cropped and lower parts renewed.

N°.3 Hold: Port and starboard pillars completely renewed.

N°.4 Hold: Port and starboard pillars lower parts doubled.

N°.5 Hold: Port and starboard after pillar base plates renewed and lower parts of pillars stiffened with welded doublers.

Engine room: port side pillar cropped and lower part renewed.

HATCHES:-

N°.1 hatch on forecastle deck: Port coaming cropped horizontally and lower part renewed and horizontal stiffener renewed. All steel hatchcovers removed and 3" wooden hatch covers fitted.

N°.2 hatch on upper deck: doubling plate welded on port coaming between horizontal stiffener and deck angle bar. After coaming horizontal stiffener renewed. One hatchbeam renewed. All steel hatchcovers removed and 3" wooden hatchcovers fitted.

N°.3 hatch on upper deck: Forward coaming plate and horizontal stiffener renewed. Port and starboard horizontal stiffeners with brackets to bulkhead renewed. Starboard coaming hatch restbar renewed. Port coaming deck angle bar renewed. Steel hatch cover repaired as necessary.

N°.4 hatch on upper deck: Port horizontal stiffener renewed. Port coaming plate cropped. Lower part of after coaming plate doubled. All steel hatch covers removed and 3" thick wooden hatch covers fitted.

N°.5 hatch on upper deck: Port coaming horizontal stiffener renewed. Starboard coaming deck angle bar renewed. Forward coaming hatch rest bar renewed. 50% of the steel hatch covers removed and 3" thick wooden hatch covers fitted, remaining steel hatch covers repaired.

N°.2 hatch on main deck: Port and starboard coaming angle bars renewed. Hatch covers partly renewed.

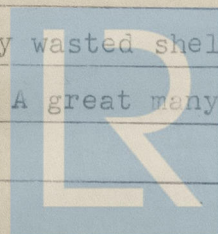
N°.3 hatch on main deck: Port and starboard coaming angle bars renewed. Hatch covers partly renewed.

N°s 4 & 5 hatch coamings on main deck and lower 'tweendeck have been modified as per plans N°s 5205/5338.

A great number of hatch cleats renewed. Tarpaulins, wooden wedges and battening down arrangements placed in order -three tarpaulins per hatch one new and two in good condition).

GENERAL.

All cement chocks throughout the vessel renewed. A great many wasted shell rivets renewed. All loose and missing cement in D.B. tanks renewed. A great many lengths of air, sounding and scupper pipes renewed.



© 2021

Lloyd's Register
Foundation

30 APR 1956

Antwerp.

Continuation of Report No. 31190 dated 25-4-1956

on the

s.s. " HILARY ".

ree of the six flush bunker scuttles on upper deck removed, coal shoots removed and openings in upper deck and main deck plated over.

Three coaling doors P & S. between freeboard and second deck in way of N° 3 hold removed and openings in shipside plated over.

Ceiling on tanktops and bilge limbers renewed as found necessary.

All side scuttles with deadlights overhauled and a number renewed.

Three additional side scuttles with hinged deadlights fitted to shell plating P & S. in way of extension to crew accommodation at the after end of the N° 1 upper 'tweendeck.

A great number of ventilator coamings, wooden plugs and canvas covers renewed.

Boiler and engine room casing plates partly renewed. Forecastle skylight top renewed.

Upperdeck skylight against forecastle bulkhead; top renewed. E.R. skylight overhauled.

Funnel: several doubling plates welded in way of local wastage.

Main sea injection box renewed including shell doubling, and doubling on margin plate in way.

Deckhouses: a number of casing plates partly renewed or doubled.

Deckgirders:- N° 3 hold main deck and lower 'tweendeck: deck girders in way of hatch and brackets at forward bulkhead renewed.

Chain locker: divisional bulkhead cropped and lower part renewed.

Sternframe: pitting and wastage built up with E.W. Gudgeons bored out in line and new bushes fitted.

Rudder: Rudder gudgeons built up with E.W. in way of wastage, bored out in line and three pintles renewed. Costa propulsion bulb fitted as per approved plan N° CB 552/2.

EQUIPMENT:-

4 New lengths of cable placed on board starboard side (worn), markings checked with certificates (see particulars).

1 Length of repaired and retested cable (starboard side) placed on board and markings checked with certificates (see particulars).

Ventilators: Four ventilator coamings fitted in upper deck (P.S.) two for N° 4 and two for N° 5 'tweendeck refrigerated cargo spaces. Vents fitted with screwed down W.T. mushroom tops.

Conversion of N° 3 D.B. tank for carrying of fuel oil: All bottom cement removed, internal structure scaled throughout. Steam heating coils installed, scantlings as per Rules and hydraulically tested.

Tanktop completely covered with ceiling laid on $\frac{1}{2}$ " thick battens placed on thwartship.

Existing forward cofferdam incorporated in N° 3 D.B. tank. (as per plan.)

Bulwarks: after end of midshiphouse P & S. bulwark plates and doubling plates cropped and part renewed.

Rigging: A great number of shackles of shrouds and stays renewed. Rigging screws overhauled.

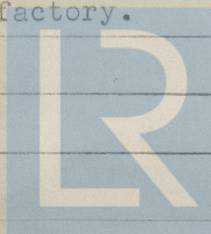
Funnel stay rigging screws renewed.

Life boats: repaired as found necessary.

A great many other minor repairs have been carried out at this time.

All repairs examined and tested on completion and found satisfactory.

For further details see plans N°s 4990/5289 and 4989.



© 2021

Lloyd's Register
Foundation