

Rpt. 8.

(Received at London Office

No. 105943

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21st February 1949 When handed in at Local Office 27th Feb. 1949 Port of NEWCASTLE-ON-TYNENo. in Reg. Book. 62038 Survey held at Garraw. on Tyne Date, First Survey 29th Sept. 1948 Last Survey 31st January 1949 (No. of Visits 32)on the Wood, Iron or Steel S/S "HILARY" By whom CAMMEL, LAIRD & CO. LD When 1931 MONTH 8TONNAGE: — Built at BIRKENHEAD Owners' Address BOOTH S.S. CO. LDGROSS 7420 Owners' Address BOOTH S.S. CO. LD (If not already recorded in Appendix to Register Book)UNDER DK 6184 Managers BOOTH S.S. CO. LD Port belonging to LIVERPOOLNET 4268 Managers BOOTH S.S. CO. LD Port belonging to LIVERPOOLSurveyed Afloat or in Dry Dock? BOTH Name of Dock PALMER'S GARROW Destined Voyage

Cell/D/Bord/Ba. feet; uE & B. feet; f. feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity. tons. FPT. tons; APT. tons; MT. feet. tons. } CHAROTER. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (Including date of N.B., if any).

N.B.—All alterations in the existing records should be underlined. +100AI 8,47 +LMC 9,46Last Report, No. 126599 Port Lin WITH FREEBOARD 13.5.8,47

Periodical Surveys, when held, must be reported in detail and serialim 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 YESNOT REQUIRED Was a damage report made by anyone else? if so, by whom? UNDERWRITER SURVEYORREPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE, AND CONVERSION TO OIL FUEL BURNING

Damage ① stated to have been sustained on account of vessel ranging at Pernambuco in June 1947.

Damage ② stated to have been sustained on account of collision with S/S "SYDNEY SHORT" in fog on the 23rd November 1947 whilst on voyage from Cardiff to Leixoes.(See also Lisbon Report N^o 4457, and Liverpool report N^o 126599.)

Damage ③ Cause stated unknown.

Damage ④ Cause stated unknown.

NOW DONE. The Vessel placed in drydock, bottom and Rudder cleared, examined and found in good condition and afterwards recoated.

P To L.L.

SUMMARY OF DAMAGE REPAIRS:—

Shell Plates. Frames. R. Frames. Floors and Bracket Floors. Beams. Inner Bottom Plates. Dk. Plates. Other Items:—

Renewed ... 3 29 — — 8 — 10 Beam knees, bulkheads, bulwarks, Rail,

Removed and Faird or Repaired 7 11 — — 11 — 1 curtain plates, screw decking, Stancheons

Faird or Repaired in place ... 8 2 — — 6 — 1 etc, as in body of report.

PRESENT CONDITION OF THE

Decks Good Bulkheads Part Examined Good Engine Room Skylights Good Copper, or Y.M. (State if on Felt.)Caulking of Decks " Ceiling " Coal Bunkers, Openings, Covers, &c. " When fitted, Month YearCoamings " Cement or Asphalt " Oil Bunkers " Boats GoodBeams & Fastenings Part Examined Good Rudder Good Scuppers " Masts, Yards, &c. "Outside Plating Good Steering gear and its connections " Cargo Hatchways " Condition, how ascertained from deckFrames Part Examined Good Windlass " Hatches " (State if wedges removed.)Reverse Frames " Have pumps been examined and found efficient? " Planking " Equipment letter 3B 15Longitudinals " Have Sluice Valves been examined and found efficient? " Caulking " Anchors, No. of 3B 15Transverses " Have Watertight Doors been examined and found efficient? " Treennails " Cables (State if now ranged) yesFloors Part Examined Good Have Ventilators and their Coamings been examined and found efficient? yes Breasthooks & Stimson " " length 300 fms mean diam. 2 1/16 - 2 1/8Keelsons " Air and Sounding Pipes Good Transoms, Pointers & Crutches " " Rule length 300 fms size 2 1/16Stringers " Doubling Plates under Sounding Pipes Good Timbers of Frame at openings " Chain Locker GoodInner Bottom Plating " Have the Tanks been examined internally? as report Stringers, Clamps & Shelves " Hawseers & Warps SufficientHave the Tanks been tested? as report Salting " Standing and Running Rigging Efficient

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. 1-39."

This vessel as seen is eligible in my opinion to remain as now classed in the Register

Book, and to have fresh record of dry docking 1,49 subject to indented plating port and starboard

aft being dealt with at next Special Survey and, sternframes (E.W. in way of N^o 3 gudgeon and top scarp

1,49) being specially examined at next drydocking. Also to have notation "Fitted for oil fuel 2,49, F.P. above

Survey Fee (per Section 29) Oil fuel conversion 21 : 0 : 0 Fees applied for, 150°F.Special Damage or Repair Fee (if any) 31 : 10 : 0 Received by me, "Travelling Expenses (if chargeable) " Second Surveyor's Fee (if any) "Committee's Minute " Character Assigned "

MON. 11 APR 1949

1,49 Nive subject

S. 12, 48 BS 2, 49

Fitted for oil fuel 2,49 F.P. above 150°F

Note: None

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DAMAGE ① (Situated at side shell plating on starboard side)

Plates G'6, H'6, 7, J'6, 7 plates removed, faired and refitted.

"H'5, K'6, 7 faired in place.

11 lower tween deck side frames renewed; 5 frames removed, faired and refitted (N°3 tween deck)

2 lower deck stringer plates renewed with side shell angle connections and cement bar.

8 lower deck beams removed, faired and refitted with beam knees.

4 main side frames in N°3 main hold removed, faired and refitted.

Transverse bulkhead between N°1 & 2 holds faired in place.

On completion of repairs the disturbed shell and bulk head plating satisfactorily hose tested and afterwards recoated.

DAMAGE ② (Situated at side shell plating and decks etc., on starboard side)

N°5 plate of fo'cb sheer renewed; N°4 plate faired in place.

N°4 " of 1st below fo'cb sheer faired in place.

N°8 plate in 2nd strake below main sheer removed, faired and refitted with deck stringer plate and 2 side frames in way.

6 fo'cb side frames cropped and partly renewed.

6 " deck beams " " " with beam knees.

The fo'cb front bulkhead with boundary angles cropped and partly renewed.

One fo'cb deck stringer plate with stringer angle and gutter way angle cropped and partly renewed.

One partition bulkhead in fo'cb space part renewed.

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.			
RETEST 27654	14 5/16	2 5/16	96 1/4	134 3/4	40 5/8	40 5/8	8 1/2	2 5/16	Mid link cable		L.P.H.L.W. 14/1/49 RSV.
27644	14 7/8	2 7/16	106 9/16	149 3/8	45-1-21	44 5/8	8 1/2	2 5/16	"		Delto
17007	14 3/8	2 5/16	96 1/4	149 3/8	38-0-12	This cable repaired and tested at Liverpool.					L.P.H.C. 2/10/47 S.B.
24156			106 9/16	149 3/8	1-0-12	Joining shackles for 2 7/16 dia cable					L.P.H.L.W. 12/1/49 RSV.

Bulwark rising plate rail bar and stays removed, faired and refitted.

One ventilator and fore mast eye plate renewed on fo'cb deck

One fairlead and seating at fo'cb dk renewed.

All broken hand rails and stanchions renewed or repaired as necessary.

Midship Damage (Starboard Side) Promenade Deck

2 beams cropped and part renewed; 6 stringer tie plates renewed.

2 curtain plates renewed, 2 plates removed, faired and refitted.

2 stringer angles removed, faired and refitted.

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DAMAGE ② CONT. (PROMENADE DECK)

One tie bar support with bracket removed, faired and refitted.

The wood decking renewed or repaired as necessary.

All damaged hand rails renewed or repaired as required.

Four scupper pipes removed, faired and refitted.

Boat Deck.

7 boat deck strakes removed and repaired.

4 curtain plates faired in place.

6 boat deck beams cropped and faired in place.

All guard rails removed, repaired or renewed as necessary with wood rail bar.

The boat deck shored up into original position. All wood decking repaired or renewed as necessary.

UPPER DECK. 2 bulwark plates faired in place. The teak rail capping in way renewed.

1 ventilator renewed.

The accommodation ladder staves have been renewed at some previous time.

The vessel was examined in drydock for any possible damage below W.L. but no further damage was found.

DAMAGE ③ (Situated at side shell plating on starboard side aft)

Shell plates H'11, 12 cropped and partly renewed.

" J'11, 12 faired in place.

6 side shell frames in way cropped and partly renewed.

4 beam knees removed, faired and refitted.

DAMAGE ④ (Situated at side shell plating on port side forward)

Shell plate I'6 removed, faired and refitted, N°7 faired in place.

6 side shell frames renewed; 9 beam knees removed, faired and refitted (Lower deck - N°3 hold)

3 lower deck beams " " "

One lower deck stringer plate renewed, with shell angle and cement bar.

The tween deck transverse bulkhead between N°1 & 2 holds faired in place with boundary angle.

On completion of the above damage repairs, all new and disturbed work at shell and deck satisfactorily hose tested and afterwards recoated.

All damaged cement work renewed as necessary.

(continued on page N°4.)

H.L.



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OIL FUEL CONVERSION.

The vessel has now been converted as a fuel oil burning vessel in accordance with the approved plans and the Secretary's letters and in agreement with Section 11.20. of the Rules.

The original coal bunker spaces now removed and new oil fuel bunkers built in accordance with the approved plan.

On completion of work the new oil fuel bunker and settling tanks, cofferdams, satisfactorily tested to Rule Requirements.

N^o 1, 2, 4 double bottom tanks which carry oil fuel or water ballast also tested satisfactorily.

It is recommended that vessel now have notation of "Fitted for oil fuel 2, 4, 9 F.P. above 150°F" in the Register Book.

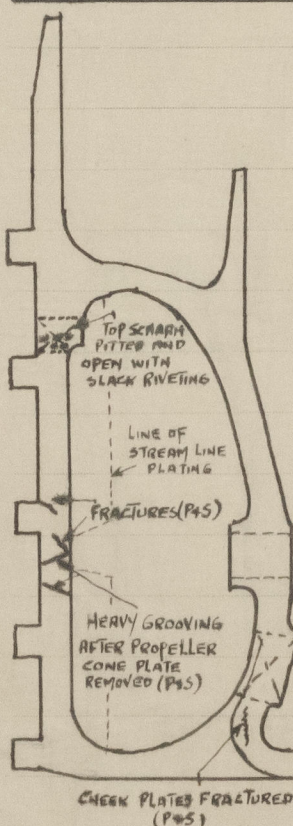
Wear & Tear Repairs

In conjunction with the above damage repair and Oil fuel conversion work, vessel placed in drydock, bottom and rudder cleaned, examined and found in good condition and afterwards recoated. Rudder unshepped.

A number of scrubbed rivets at side shell plating (P.4.5) renewed as necessary.

STERNFRAME + RUDDER.

The Sternframe and rudder examined.



The stream line plating at sternframe found fractured and corroded at several places. On removal of this plating, deep fractures and grooving were found on sternframe as indicated on sketch. The top Scarph also found deeply pitted and open on face and riveting slack.

The cheek plates below boss fractured in way of rivet holes.

All the fractures and grooving and pitting efficiently vee'd out and electrically welded.

The fractured cheek plates cropped and partly renewed with increased thickness of plating, and extended further along sole piece of sternframe.

The top Scarph split, examined, cleaned and re-riveted. Pittings in way elect. welded.

The alignment of sternframe and pintles checked and found satisfactory.

The sternframe in way of after peak tank examined and fastenings found undisturbed.

The Rudder plate and rudder mainpiece in way of rudder arms built up with elect. welding where slightly grooved.

It is recommended that sternframe (E.W. in way of N^o 3 gudgeon 1, 4, 9) also top Scarph be specially examined at next drydocking.

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ANCHORS + CABLES - Ranged and examined.

2-15 fms length of cable sent to Proving House for test, One of which was condemned and now replaced.

The 15 fms cable (removed ashore at Liverpool for repair) (S.R.L.) has since been dealt with and replaced on board ship. (See page 2 of report for particulars of cable now repaired or supplied. A number of minor wear + tear repairs also effected to cable

Several minor repairs also effected thro' out Vessel.

An Annual Load Line Survey held. Repairs effected. Report forwarded.

S.R.L. The indented plating (P+5) partly dealt with in conjunction with damage repair. The following indented plating still remains and it is recommended that this be dealt with at next Special Survey.

N^o 4, 5 plates of 2nd below Shear Strake on Star Side aft (numbered from aft)

N^o 3, 4, 5, 6, 7 of 3rd " " " " PORT " " " "

N^o 3 plate of 2nd below shear strake " PORT " " " "

[The fo'c'le and promenade decks permanently repaired as stated above.
The 15 fms. of chain cable (removed ashore at Liverpool for retest) - See above.
These items may now be deleted from Special Reason's list.

H. L.

SURVEYOR TO LLOYD'S REGISTER
NEWCASTLE-ON-TYNE.