

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12/3/26 When handed in at Local Office 19

Port of Port Natal

No. in Survey held at

Port Natal

Date, First Survey 2nd December 1925 Last Survey 10th March 1926

Reg. Book.

(No. of Visits Numerous)

21552 on the Wood, Iron or Steel Ss "Hampholm"

TONNAGE:-

GROSS 4480

UNDER DK. 4168

NET 2615

Built at Oakland, Cal By whom Moore & Scott Iron Works

YEAR. MONTH. 1914 3

Owners A/S Grimstad

Owners' Address

(if not already recorded in Appendix to Register Book)

Managers W.B. Markussen

Port belonging to Oslo

Surveyed Afloat or in Dry Dock?

Dock Name of Dock Prince Edward

Destined Voyage

WB=CellDBorDBa 283 feet; uE&B feet; f feet
total capacity 1061 tons. FPT 96 tons; APT 132 tons; MT 214 feet 34 1/2 tons.

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

DTa 30' 230T

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 2859 Port of Oslo

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.	YARD Assigned Surveyed	Machinery and Boiler Survey (including date of N.B., if any).
100 A1. 8.25		LMC. 8.25
		NE 8.25
		TSY 8.25CL
SS. Os. No 2-25		FITTED FOR OIL FUEL 3/17
		P. ABOVE 100' F.

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 painted on Ship and now verified ft. ins.

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

IRS, OR EXAMINATION AS PER RULE, FOR Damage.

At the request of the Master of the vessel and N. Meyer Esq. representing the Owners & Underwriters. I surveyed afloat in the graving dock on numerous occasions the above named Ss "Hampholm" of Oslo, to ascertain the nature and extent of damage she is alleged to have sustained through being ashore on the East Coast of Africa in October 1925. From information obtained on board from the Master of the vessel also from an abstract log handed to me it appears that the "Hampholm" is on a voyage from to Madagascar via the Suez Canal and East African

DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
...	13	14		4				
and Faired or Repaired	55	98		92				16. Bilge brackets
Repaired in place	21	23		23				

CONDITION OF THE

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

1. 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 survey, thus, 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 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

would recommend that the Ss "Hampholm" be continued in her present class and be assigned fresh date of Survey 3.26 Port Natal subject to stern frame being further examined first time vessel is docked at Home Port. The leaky rivet in No 2 Hold to be also de good there, the new anchor shackle supplied here to be tested considered necessary

or Repair Fee (if any)	£ 262	10	0	Fees applied for, 10/3/26
ences (if chargeable)	£ 10	0	0	Received by me, 11/3/26
r's Fee (if any)	£			

tee's Minute TUES. 20 APR 1926

er Assigned

100 A1

Subject

Fitted for Oil Fuel

3.26

TUES. 1 JUN 1926

Surveyor to Lloyd's Register of Shipping.

As now

Subject

Fitted for Oil Fuel

3.26

WED. 20 APR 1927

FRI. 30 JUL 1926

TUES. 25 JAN 1927

FRI. 10 JUN 1927

FRI. 19 AUG 1927

Is Certificate required? If so, to be sent to

W197-0223(117)

Foundation

I.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.

Ports, with general Cargo Coal and Timber, and
the 13th October, at 3 a.m. on the passage from Dar
to Delagoa Bay for Bunkers the vessel ran aground
and remained fast. The position of the vessel at
time of the accident was 25 miles North of Cape
or Lat. $10^{\circ} - 19' S$ and Long $40^{\circ} - 24' N$. Every effort
was made to float the vessel but she remained
aground until 1.30 p.m. on the 15th October, when
floated, and proceeded to Mtkindani Bay to await
and make inspection, as far as was possible.
Owing to the vessel having been on coral and rocks
it was known she had sustained serious damage
especially aft, the rudder post of stern frame had
broken off at the 18' mark and at sole piece of
15" from aft end of stern plating.

The Rudder was bent over to Starboard about
was hanging by top pintle and gudgeon.
After a survey had been held in Mifindani Ba
Captain decided to proceed to Zanzibar, and I
was successfully carried out with the damaged
the vessel arriving there on the 22nd October. During
the time the vessel was ashore she had made
water in the holds, and had only leaked slight

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 w Superin.
		Cwt.s.	qrs.	lbs.	Cwt.s.	qrs.	lbs.	Tons.	Cwt.s.	qrs.	lbs.	Cwt.s.	qrs.			
.....	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.

[illegible]

into the after peak and the deep tank aft, all others were practically tight.

The abstract of Log Shows that about 250 tons cargo consisting of 150 tons of salt and 80 tons of (Briguettes) in No. 1 Hold were jettisoned. For particulars of the accident the ship's Log Book.

It was then decided to proceed to Durban dry-docking and repairs and the services of the Union-Government tug "Henry Burton" was engaged.

Port Natal Continuation of Report No. 1478 dated 12/31/26 ²Hampholm on the

ist. The "Hampholm" in tow of the Tug left Zanzibar the 12th November and arrived at Durban on the 11th November the vessel steering remarkably well with badly damaged rudder. Before dry-docking the vessel examination was made a-diver to assure that there were no projections bottom that would foul the blocks. The vessel was dry docked on the 2nd December and on that and subsequent dates I made examination and found the damage to be as follows. (Shell plates are numbered from aft.).

Strake Starboard Side Shell plates nos 1, 2, 11, 12, 13, 14, & 15 badly buckled nos 3 & 16 slightly bent.

Plates nos 2, 3, 11, 12, 13, 14 & 15 badly buckled and bent

Strake ✓ Nos 2 & 13 & 14 badly buckled Nos 4 & 15 slightly bent

Strike nos 1, 2, 8, 9, 10 & 11 badly buckled nos 7 & 12 slightly bent.

Strike ✓ Nos 2, 3, 4, 5, 8, 9, 10, 11, & 12, badly bucked Nos 7 & 13 slightly bent

Port Side

Strake Shell plates Nos 13 & 16 badly buckled No 9 & 10, 14, 15, 17 slightly bent.

Strike Nos 12. 13 and 15 badly buckled

Strake ✓ 18 & 14 — " — — " —

Strake Nos 3, 4, 10 & 11 badly buckled No 9 slightly bent

Snake Nos 7 & 8 buckled Nos 6 & 14 slightly bent

Keel plates. Numbered from Bow Nos 1 2 4 & 6 - badly damaged.
Nos 3 & 5 slightly damaged.

Bilge Keels. The Starboard Bilge keel was badly damaged its entire length. The Port bilge keel was practically intact.

Stern Frame & Rudder. The Rudder Post of Stern frame was bent from the 18' mark to within 15" at sole piece from stern post. The Rudder was bent over to starboard about 35°. The top pintle and gudgeon was all that was left of the rudder when working.

ts. A large number of the rivets in way of the
age were broken and it is remarkable that
vessel kept so tight.

Side Damage. As the vessel had lately been carrying in her double bottom an internal examination of ast tanks was difficult, but on opening up the bottom; floors, and frames, in No 1 Tank were found to be badly damaged on port side all of them were buckled bent. The following floors & frames were damaged throughout.

Port Side. No 1 Tank 24 floors and frames buckled & bent.
No 2 " 9 " " " "
No 3 " Nil
No 4 " 2 floors & frames buckled & bent.

No 5

Strake Starboard side Contd

- No 2 Shell Plate to be removed, faired, refitted, & re-riveted.
 No 4 " " " to be faired in place
 No 8 " " " to be faired in place
 No 9 " " " to be removed faired refitted & re-riveted
 No 10 " " " to be removed faired refitted & re-riveted
 No 11 " " " to be renewed.
 No 12 " " " to be faired in place

Strake Starboard side.

- No 2 Shell plate to be removed, faired, refitted and re-riveted
 No 3 " " " to be removed faired, refitted and re-riveted
 No 4 " " " to be removed faired, refitted and re-riveted
 No 5 " " " to be renewed.
 No 7 " " " to be faired in place
 No 8 " " " to be faired in place
 No 9 " " " to be faired in place
 No 10 " " " to be removed faired refitted & re-riveted
 No 11 " " " to be removed faired refitted & re-riveted
 No 12 " " " to be removed faired refitted & re-riveted
 No 13 " " " to be faired in place.

Strake Port Side.

- No 9 Shell plate to be faired in place
 No 10 " " " to be faired in place.
 No 13 " " " to be removed faired refitted & re-riveted
 No 14 " " " to be faired in place
 No 15 " " " to be faired in place
 No 16 " " " to be removed, faired refitted & re-riveted.
 No 17 " " " to be faired in place.

Strake Port Side.

- No 12 Shell plate to be removed, faired, refitted & re-riveted.
 No 13 " " " to be removed faired refitted & re-riveted
 No 15 " " " to be removed faired refitted & re-riveted.

Strake Port Side.

- No 13 Shell plate to be removed faired refitted & re-riveted
 No 14 " " " to be removed faired refitted & re-riveted.

Strake Port Side.

- No 3 Shell plate to be removed faired refitted & re-riveted
 No 4 " " " to be renewed
 No 9 " " " to be faired in place
 No 10 " " " to be removed faired refitted & re-riveted
 No 11 " " " to be renewed.

Strake Port Side.

- No 6 Shell plate to be faired in place
 No 7 " " " to be removed faired refitted & re-riveted
 No 8 " " " to be renewed
 No 14 " " " to be faired in place

Shell plates

el plates numbered from bow.

No 1 Keel plate to be renewed

No 2 " - " to be removed faired refitted & re-riveted

No 3 " - " to be faired in place

No 4 " - " to be removed faired refitted & re-riveted

No 5 " - " to be removed faired refitted & re-riveted

No 14 " - " to be faired in place.

Bilge Keel. Repairs. The starboard bilge keel was renewed for about three quarters of its length, including the angle bar on ship's skin.

Stern Frame & Rudder. The repairs - which are presumably only temporary - to stern frame consist of a forged steel sole piece about $9\frac{1}{2}" \times 9"$ which carries the lower gudgeon. This sole piece on Port side is fitted and butted to the part of old stern frame which projected about 15" aft of stern plating, and on starboard side there is a strap fitted the full length of sole piece; it is about $5\frac{1}{2}"$ thick at the break tapering off to $2\frac{1}{2}"$ at after end. The connection of forged piece to old stern frame is fastened with eleven machined-fitted bolts, the bolts through forged piece and strap abaft the break are $1\frac{1}{2}"$ dia. and number. The vertical part forming the rudder of stern frame consists of two $10" \times 3"$ forged bars shaped at top ends to get the full area of stern frame between the break (which was at the 18" mark) and plating of counter and at bottom end these bars are (machine) fitted to the forged piece. The whole is secured with nineteen $1\frac{1}{2}"$ bolts - 11 at top end, and 8 at bottom end. The gudgeons are of forged steel, fitted between the bars and secured with five $1\frac{1}{2}"$ bolts. The space between gudgeons is filled in with jarrah wood to prevent from wash of water.

Rudder was removed to the repairing shop parts taken adrift, the whole including the arms and main part faired, and all re-fitted and riveted, the five pintles were renewed.

to all old defective rivets (about 200) throughout vessel were made good.

Tanks & Frames. Port Side.

1 Tank. 24 floors & frames removed faired & re-fitted.

2 Tank 9 floors & frames removed faired & re-fitted

4 Tank 2 floors & frames faired in place.

5 Tank 10 floors & frames repaired at tank side end, eight

welded

1917-0223(517)

lded and 2 faired in place.

Floors & Frames Starboard side

No 1 Tank 4 floors & frames entirely renewed.

No 1 -- 29 floors & frames removed, faired and refitted.

No 2 -- 3 floors & frames removed faired and refitted.

No 3 -- 13 floors & frames faired in place.

No 6 -- 4 floors & frames faired in place.

ep Tank aft. 16 frames renewed for about (averaging) feet in length. These frames are jointed with bosom bars ing 3 rivets on each side of joint.

In the fore peak two floors were faired in place.

Bilge Brackets. In Nos 3 & 4 Holds, 16 bilge brackets were removed, faired and refitted.

Centre Keelson. The Centre Keelson plate was faired in place and owing to a rather sharp set at one part nearer end of No 1 Tank it was found necessary to drill several holes to allow plate freedom to unbuckle over itself, and to make up for this loss of strength this part a $\frac{3}{8}$ " doubling on each side, 2' fore and aft 3' was fitted and riveted between the top and bottom Keelson bars in way of the part where holes had been drilled. The starboard lower angle bars were renewed for two lengths.

Ceiling. About 600 ft of wood ceiling 11" x 3" was renewed altogether, throughout the Holds. in No 1 150 ft, 2, 100 ft No 3, 125 ft and in No 4, 120 ft. In deep tank forward 105 feet.

No Hold sounding pipes renewed, and one Tank Suction pipe partly renewed.

Deck & Gear. Deck water service pipe, Mess room port, and Lavatory repaired as found necessary.

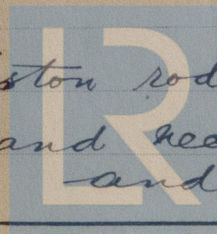
Deck Machinery. The windlass, two capstons, 8 winches, cranking engine, and gear, all examined owing to stress of work in assisting to float the vessel.

Repairs. To make good the deck machinery it was necessary to carry out the following repairs.

Windlass. Main shaft removed to shop and stripped, hauled, and made good; gear replaced and drums refitted. The two piston and valve rods skimmed up neck and gland.

Forward Capstan. New ends welded on piston rods, rods skimmed in lathe and neck and gland bushes renewed, bottom and brasses renewed.

Aft Capstan. New ends welded on piston rods, rods skimmed up, valve rods also skimmed up and neck and gland renewed.



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W197-0223(6/7)

(4)

Port Natal.

Continuation of Report No. 1448 dated 12/3/26

^{1/2} Hampholm
on the

gland bushes, and bottom end brasses renewed.
ing Engine. Journals of worm shaft skimmed up
pairs main bearing brasses renewed, steering engine
n pipe repaired and engine and gear, thoroughly
hauled throughout.

motor. The Telemotor gear was overhauled and
new leathers fitted, 2 on bridge and 2 aft.

Repairs were carried out in a satisfactory manner
all Tanks including the fore and after peaks, and
Deep Tank aft, were tested to the height of upper

There was slight leakage from several bottom
to but these were set up and made tight. The
m was coated with anti-corrosive and anti-fouling
positions.

The 3rd March, the vessel floated out of dock and
only leak was from one frame rivet in bilge in
Bay from No 2 after bulkhead on starboard side.
though this rivet is "weeping" it is not slack, and
made tight by dusting with dry Portland cement, and
sure that there would be no further leakage from
rivet, the frame bar was boxed in with cement.
anchor shackle made and supplied here may
to be tested at Homeport.

J.S.



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W197-0223(717)