

COPY.

Lloyd's Register of Shipping.



Port

Vancouver, B. C.

January 18th, 1941.

This is to Certify that

S. F. BOOMER

the undersigned Surveyor to this Society did at the request of the Master, Captain W. E. O'Connell, attend on board the M.V. "HYLTON" 5197 tons gross of Newcastle for the purpose of ascertaining the nature and extent of damage stated to have been sustained by reason of heavy weather while on a voyage in ballast from Methil, Scotland to Esquimalt, B.C., via Oban, Panama Canal and San Pedro, Calif. on November 25th, 26th, December 3, 4, 5 and 6th, 1940 and January 4th. and 5th, 1941.

For further particulars see vessel's official log books (copy of extracts attached).

On January 7th, 1941 and subsequent dates, while the vessel was lying in dry dock at the Esquimalt Graving Dock, Esquimalt, B.C., the undersigned upon examination,

FOUND:

RECOMMENDED:

RUDDER:

Pintle bush loose and worn. Bearing button worn. Stream line plating, electric welding fractured in several places. Rudder gland studs shaken and loose.

Rudder to be lifted, pintle rebushed and wearing button renewed to proper adjustment. Stream line plate welding where fractured to be veed out and electric welded.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

"HULTON"

Gland studs (8) to be renewed and gland repacked. Rudder to be re-assembled and tested on completion of repairs.

BILGE KEEL, Port & Stbd.

A number of rivets loose.

Approximately 12 rivets to be renewed.

NO.1 DOUBLE BOTTOM TANK

Approximately 200 scattered shell rivets in keel plates Nos. 2 and 3 and seams leaking slightly. Tank top angle clip rivets in way of centreline bulkhead forward end shaken and leaking.

Defective rivets and seams to be caulked and electric welded as necessary. Tank top ceiling to be lifted as necessary. Defective rivets and angle clips to be caulked and electric welded as necessary. Tank to be tested on completion of repairs and proven tight and ceiling to be relaid.

NO.2 DOUBLE BOTTOM TANK TOP

In way of No.2 Hold - Forward centreline bulkhead, angle clips at after end to tank top, rivets shaken and leaking. Amidship centreline bulkhead, forward and after end, angle clips to tank top rivets shaken and leaking. Several scattered tank top rivets leaking slightly.

Tank top ceiling to be lifted as necessary. Defective rivets in angle clips to be caulked and electric welded. Angle clips to be caulked and electric welded. Scattered rivets to be caulked. Tank to be tested on completion of repairs and proven tight and ceiling to be relaid.

NO.3 DOUBLE BOTTOM TANK TOP

Ceiling in way of No.3 hatch, after end of No.2 lower hold, saturated with fuel oil.

Wood ceiling to be lifted and renewed with new grounds, approximately 15' x 30'.

PORT & STBD. FUEL OIL BUNKER TANKS.

Scattered shell rivets leaking slightly.

Defective rivets to be caulked and electric welded as necessary.

"HYLTON".

DEEP TANK (No.3 D.B. Tank below same).

Centreline division bulkhead (non-watertight). Bottom horizontal plate fractured at tank top angle between stiffeners Nos. 5, 6 and 7 from forward and grooved for full length.

Vertical plates fractured in 5 scattered locations approximately 12" long. Nos. 4, 5, 6, 7, 8 and 9 from forward, vertical stiffeners fractured at approximately half depth of tank and centreline bulkhead set over to starboard about 6 inches at centre.

Three stiffener angle clips to tank top fractured and rivets shaken.

7 angle clips shaken and leaking slightly.

One bracket plate fractured and one bracket plate distorted.

Centreline bulkhead tank top angle, rivets shaken and leaking in way of No.3 D. B. Tank.

Plate to be cut away for a depth of 12" for full length of tank and new section fitted, secured by riveting.

Fractures to be veed out and electric welded.

Stiffeners to be released as necessary, bulkhead straightened, stiffeners faired in place and where fractured to be veed out and electric welded and fitted with suitable backing plates, secured by electric welding.

Three fractured angle clips to be electric welded.

All stiffener tank top angle clips and rivets to be caulked and electric welded.

One bracket plate to be renewed.

One bracket plate to be removed, faired and refitted.

Centreline tank top angle and rivets to be caulked and electric welded.

No.3 double bottom tank top to be tested and proven tight.

As an additional stiffening two 12" channel horizontal girders to be fitted on port side of bulkhead on opposite side to vertical stiffener and connected to existing stringers on transverse bulkheads and secured by riveting.

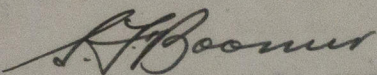
"HYLTON".

The repairs as recommended above were carried out by Messrs. Yarrows, Ltd., Esquimalt, B.C. and satisfactorily completed and tested on January 11th, 1941.

The vessel drydocked at 7:00 p.m. January 7th., and was refloated at 8:00 a.m. on January 12th, 1941.

While the vessel was on drydock the underwater body was cleaned and coated with one coat of anti-corrosive and one coat of anti-fouling composition, anchor cables ranged and examined and sea connections opened up and examined.

A report has been forwarded to the Committee of Lloyd's Register of Shipping, London, stating all the repairs as recommended have now been satisfactorily completed and recommending the vessel to remain as now classed in the Register Book.


SURVEYOR TO LLOYD'S REGISTER.



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Lloyd's Register

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