

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

Date of writing Report March 5, 1940. Port of Newport News, Va.

No. in Reg. Book. Survey held at Newport News, Va. Date, First Survey Feb. 18 Last Survey Feb. 27 19

32632 on the Wood, Iron or Steel

S/S "ROSSINGTON COURT"

TONNAGE:-

Built at Glasgow.

By whom Fairfield Co. Ltd.

When 1928

YEAR. MONTH.

GROSS 6922

Owners Court Line Ltd.

Owners' Address

(if not already recorded in Appendix to Register Book).

UNDER DEK. 6575

Managers

Halden &amp; Phillips, Ltd

Port belonging to London.

NET 4334

Surveyed Afloat ~~or in Dry Dock~~ Yes Name of Dock N. Ns. S. B. & DD. Co. Destined Voyage Newcastle-on-Tyne.Cell DBor 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. 5333 Port Ver

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements)

CHARACTER.  
\* for Special Survey.  
Date of last Survey and of Periodical Surveys.Machinery and Boiler  
Surveys  
(including date of N.B. in any).

\*100-A-1 2.39

\*LMC. 12.35

"with freeboard"

B.S. 1.39

ss. Bry. No. 2-36

T.S. (CL) 2.39

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

Society's Freeboard (if assigned) as  
painted on Ship and now verified

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR damage stated to have been sustained by encountering heavy weather

on February 14, 15 & 16, 1940, whilst on a voyage from Victoria, B.C., to Newcastle-on-Tyne, fully loaded including a deck cargo of lumber of approximately 632 tons. As a result of the shifting of the cargo, it is stated that, the steering gear "Jammed" and the vessel broached to in the heavy seas, losing a portion of her cargo and causing damage to hand railing and stanchions on the port and starboard sides and further damage as detailed herein.

For further particulars please see copy of report attached hereto.

It was recommended in the first instance, that the deck cargo be discharged in order that the extent of the damage might be ascertained and that on completion of repairs, the deck cargo be replaced on board and properly secured. All lashings and turnbuckles broken or otherwise defective be renewed.

## SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams	Inner Bottom Plates.	Dk. Plates.	Other Items.
Renewed	✓	✓	✓	✓	✓	✓	✓	Hand railing, stanchions, hand up
Removed and Fair'd or Repaired	✓	✓	✓	✓	✓	✓	✓	Deck hatch cover plates, hand rail
Fair'd or Repaired in place	✓	✓	✓	✓	✓	✓	✓	Stanchions, hand rail, deck plates

## PRESENT CONDITION OF THE

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

## 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 as far as seen, is eligible in my opinion to remain as classed without fresh record of survey, subject to being placed on dry dock for further examination on discharge on her present cargo.

Survey Fee (per Section 29) £

Special Damage or Repair Fee (if any) £100.00

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for, 27/2/1940

Received by me, 19

Committee's Minute

NEW YORK MAR 20 1940

Character Assigned

Deferred for drydocking (grounding) and B.S.

Surveyor to Lloyd's Register of Shipping.

W480-0176

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Lloyd's Register Foundation



The deck cargo having been discharged as recommended.

NOW DONE:-

A new funnel guy made and fitted in place and properly set up.

All scupper pipes in the crews quarters aft and amidships cleared and refitted.

Three (3) stanchions on port side of forecastle removed, faired and refitted in place and about 20 feet of three tier rail renewed.

A new stern light supplied and fitted in place with new box, connected up and tested out. A new cleat made and fitted for the convoy stern light.

Two new cast iron stoves in crews quarters aft supplied, fitted in place together with necessary smoke pipes and ash pans.

Extension for port smoke pipe in after quarters renewed.

A new door and frame to crews quarters aft made and fitted in place.

A new table made and fitted in the fireman's quarters aft.

One large and two small wire reels made and fitted on the forecastle head.

A new port wire reel and 90 fathoms of I" steel wire replaced.

Center reel removed, repaired and refitted in place (wire saved).

The starboard wire reel removed, repaired and refitted in place (wire saved).

The broken portion of the docking telegraph on the starboard side aft removed

and the hole plated over. This to be permanently repaired and fitted in place on arrival at a home port.

The hydraulic buffer on steering gear quadrant opened up and thoroughly overhauled.

Rollers under quadrant freed up and one section of roller track on the starboard

side renewed. Pipe guard rail and wooden beam around steering gear renewed and

a new canvas cover made for the steering gear. Rudder head blocks renewed and

wedges for same straightened and refitted in place. Starboard piston rod

straightened, refitted and glands repacked.

The hand railing and stanchions on the port side abreast of foremast renewed for about 40'.

Two portable sections of hand railing and stanchions on the starboard side

amidships repaired with part new material and straightened.

All staving and moulding on the port and starboard sides of lower bridge where

broken or missing renewed and all bent stanchions removed, faired and refitted in place.

Two new life boat booms with pads made and fitted in place.

Four new wooden hatch boards made for the bunker hatch and three tarpaulins made for this hatch and fitted in place.

The port and starboard ladders from deck to lower bridge and the ladder from lower bridge to upper bridge repaired with part new material, using old fittings

where possible. A new wire reel made and fitted in place on the starboard side

aft. The 90 fathoms of 1" steel wire which was lost was replaced.

Two new tarpaulins made and fitted to the tween deck side bunker hatch on the starboard side.

Life lines from forecastle head to bridge and from bridge to boat deck and from boat deck to Sampson post aft renewed with turnbuckles as originally.

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Why  
Lions Register  
Foundation

Wyso-0176 2/4



S/S "ROSSINGTON COURT"

The anchor and attached chain which was picked up when heaving in the port anchor after anchoring in the Hampton Roads removed from the port anchor.

A new wooden plug made and fitted at top end of No. 1 starboard beam.

The stanchions of the Board of Trade gangway removed, faired and refitted in place.

The whipping shaft of Port No. 1 winch removed, straightened and fitted in place.

Broken stop valve spindle renewed. Guards over forward winch gears renewed and the steam pipe guards faired up and refastened.

The wheel and shafting guards on the port and starboard bunker winches renewed.

The crack in the coaming plate between galley and cross bunker hatch dressed out, welded up and patch fitted on the port and starboard sides.

A new pipe guard made, fitted in way of the starboard fidley door and fastened in place.

One hinge on fidley stern cover welded to cover.

The crack in main rail on the port and starboard sides ~~welded out and electrically~~ welded up. The boat deck amidships on the port and starboard sides searched, caulked, payed and made tight.

A new life boat fall supplied and rove in place for the port life boat and the boat checks refitted and refastened in place.

Hand rail and stanchions aft on the port side faired up.

The vent pipe on the port side for No. 6 tank faired up and welded in way of flange.

Five bulwark stanchions on the port side aft removed, faired and refitted in place.

Three bulwark stanchions on the starboard side aft removed, faired and refitted in place.

Two tarpaulins for No. 1 hatch; one tarpauline for No. 2 hatch and two tarpaulins each for Nos. 4 & 5 hatches made and fitted in place.

A new cleat made for the after peak hatch and bolted on.

The sand bags removed from top of wheel house, deck caulked, made tight and sand bags replaced.

Port No. 1, port No. 5 and starboard No. 4 derrick straightened in place.

All hatch coaming angles, bunker hatches, ventilator coaming angles, stringer angles and deck fittings examined, tested and started work caulked and made tight.

A new wooden plug made and fitted to the top end of No. 1 starboard derrick.

New canvas covers made and fitted to the eighteen (18) ventilator trunks.

Two fidley stern covers made and fitted in place.

A new stove with smoke pipe and ash pan supplied and fitted in carpenter's room.

A new heating stove with necessary piping and ash pan fitted to the smoking room.

A new stove for boys room supplied and fitted in place with smoke pipe and ash pan.

Two reversing levers for winches at foremast removed, faired and refitted in place.

A new ventilator and cowl made and fitted on the port side of the forecastle deck.

The forecastle deck searched, caulked, payed and made tight.

The sand bags on top of wheel house removed; the deck caulked, payed and made tight and sand bags replaced.

Nine new large and one small turnbuckle supplied and placed on board for securing deck cargo. One section of chain lashing for deck cargo replaced.



S/S "ROSSINGTON COURT"

The anchor and attached chain which was picked up when heaving in the port anchor after anchoring in the Hampton Roads removed from the port anchor.

A new wooden plug made and fitted at top end of No. 1 starboard beam.

The stanchions of the Board of Trade Garway removed, faired and refitted in place.

The whipping of Port No. 1 which removed, straightened and fitted in place.

Broken stop valve spindle removed. Guards over forward main gears removed and the steam pipe guards fitted up and refastened.

The wheel and shafting guards on the port and starboard mainwheels renewed.

The crack in the casing plate between galley and open bunker hatch dressed out, welded up and patch fitted on the port and starboard sides.

A new pipe guard made, fitted in way of the starboard lifeboat door and fastened in place.

One hinge on lifeboat cover welded to cover.

The crack in main rail on the port and starboard sides "welded" out and electrically welded up. The port back endships on the port and starboard sides searched, caulked, payed and made tight.

A new lifeboat rail supplied and rove in place for the port lifeboat and the port chocks refitted and refastened in place.

Hand rail and stanchions aft on the port side fitted up.

The vent pipe on the port side for No. 6 tank fitted up and welded in way of flange.

Five bulwark stanchions on the port side refitted and refitted in place.

Three bulwark stanchions on the starboard side refitted and refitted in place.

Two tarpaulins for No. 1 hatch; one tarpaulin for No. 2 hatch and two tarpaulins each for Nos. 3 & 4 hatches made and fitted in place.

A new cleat made for the after peak hatch and bolted on.

The sand bags removed from top of wheel house, deck caulked, made tight and sand bags replaced.

Port No. 1, Port No. 2 and starboard No. 4 derricks strengthened in place.

All hatch coaming angles, bunker hatches, ventilator coaming angles, stringer angles and deck fittings examined, tested and started work caulked and made tight.

A new wooden plug made and fitted to the top end of No. 1 starboard derrick.

New canvas covers made and fitted to the eighteen (18) ventilator trunks.

Two lifeboat covers made and fitted in place.

A new stove with smoke pipe and ash pan supplied and fitted in carpenter's room.

A new heating stove with necessary piping and ash pan fitted to the smoking room.

A new stove for day room supplied and fitted in place with smoke pipe and ash pan.

Two reversing levers for winches at foremast removed, faired and refitted in place.

A new ventilator and gow made and fitted on the port side of the forecastle deck.

The forecastle deck searched, caulked, payed and made tight.

The sand bags on top of wheel house removed; the deck caulked, payed and made tight and sand bags replaced.

Nine new large and one small tarpaulins supplied and placed on board for securing deck cargo. One section of chain leading for deck cargo replaced.

S/S "ROSSINGTON COURT"

Three hooks for galley doors renewed.

Two jelly boat hinges on boat check straightened.

Vent pipe for No. 6 double bottom tank, port side faired up and repaired.

Five bulwark stanchions aft on the port side removed, faired and refitted in place.

The main rail aft in way of the above stanchions faired in place.

Three bulwark stanchions on the starboard side aft removed, faired and refitted in place.

The top of forecastle bulkhead plate faired in place in way of the damaged hand rail stanchions on the port side.

New canvas covers made for one large and three small wire reels.

All fittings and sheathing in way of bridge front plating on the port side removed.

The plating and stiffeners faired up as necessary - all loose and started rivets out out and renewed. All caulking overhauled and made tight and a new port light glass fitted and all fittings, sheathing, etc., removed replaced as before.

The damaged lockers and doors in crews quarters aft repaired with part new material.

In view of the fact that several steel wires were lost overboard and the possibility of these wires being picked up by the propeller and wound up on shaft, a Diver was sent down for the purpose of making the necessary examination and he reported all in order.

No. 3 double bottom tank and dry tank under boilers were found to have water in them. The tanks were pumped out, opened up, cleared of all water and examined internally and no sign of leakage found. Cement in good condition.

The present draught of the vessel is between 26 and 27 feet.

The rudder head blocks removed - new lignum vitae blocks made and the setting up wedges straightened and refitted in place.

The wooden deck over Officer's quarters on the port side searched, caulked, payed and made tight.

New and repaired work coated as before.

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