

COPY.

Lloyd's Register of Shipping.



Port Newport News, Va.,

February 26, 1940.

This is to Certify that

C. J. HUDSON.

the undersigned Surveyor to this Society did at the request of the Owner's Representative, attend on board the Steel Screw Steamer "ROSSINGTON COURT" of London, 6922 tons gross, as she lay afloat at the Works of the Newport News S.B. & D.D. Co., Newport News, Va., on February 21, 1940 and subsequent dates, for the purpose of ascertaining the nature and extent of the damage stated to have been sustained by the Steamer 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 Log Books.

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 turmbuckles broken or otherwise defective be renewed.

The deck cargo having been discharged as recommended.

FOUND:-

One funnel guy on port side broken.

Scupper pipes in crews quarters aft and amidships choked with debris.

About 20 feet of hand railing and three stanchions on port side of forecastle badly bent.

RECOMMENDED:-

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

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

The three (3) stanchions be removed, faired and refitted in place and about 20 feet of 3 tier rail be renewed.

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."

(2)

S/S "ROSSINGTON COURT"

February 26, 1940.

FOUND:-

Two foremast stays on the port side broken.

Electric stern light washed away and lost and cleat for convoy stern light broken.

Two small cast iron stoves in crews quarters aft together with smoke pipes broken up.

Extension for port smoke pipe in after quarters lost (pipe to clear gun platform).

Door and frame for same to crews quarters aft broken up.

Table in firemen's quarters aft broken up.

One large and two small wire reels on forecastle head badly damaged.

Port wire peel and wire lost, 90 fathoms 1" steel wire.

Center reel broken up.

Starboard wire reel broken up.

Docking telegraph aft on the starboard side broken away from deck.

Hydraulic buffer on steering gear quadrant defective in operation. Rudder head loose in rudder head blocks. Guard rail and wooden beam around gear badly bent and broken. Canvas cover over steering gear lost. Starboard piston rod of buffer gear bent.

RECOMMENDED:-

Two new foremast stays be made and fitted on the port side. Turnbuckles be overhauled and stays properly set up.

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

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

To be renewed.

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

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

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

New wire reel and 90 fathoms of 1" steel wire be replace.

To be removed, repaired and refitted in place (wire saved).

To be removed, repaired and refitted in place (wire saved).

The broken portion of the docking telegraph on the starboard side aft be removed and the hole be plated over. To be permanently repaired and fitted in place on arrival at a home port.

The hydraulic buffer on steering gear quadrant be opened up and thoroughly overhauled. Rollers under quadrant be freed up and one section of roller track on the starboard side be renewed. Pipe guard rail and wooden beam around steering gear to be renewed and a new canvas cover be made for the steering gear. Rudder head blocks be set up or renewed and wedges for same be straightened and refitted in place. Starboard piston rod to be straightened, refitted and glands

W450-0177 218

(3)

S/S "ROSSINGTON COURT"

February 26, 1940.

FOUND:-

Hand railing and stanchions on port side abreast of foremast broken and part missing.

Two portable sections of hand railing and stanchions on the starboard side amidships badly bent up and damaged.

The staving, moulding and stanchions on the port and starboard sides of lower bridge broken, part lost and broken and stanchions bent.

Two life boat booms broken.

Four wooden hatch boards for bunker hatch lost and tarpaulins for same destroyed.

Port and starboard ladders from deck to lower bridge and one ladder from lower to upper bridge damaged.

Small wire reel aft on the starboard side broken up and lost with 90 fathoms of 1" steel mooring wire.

Two tarpaulins for the tween deck side bunker hatch badly torn.

Life lines from forecastle head to bridge and from bridge to boat deck and from boat deck to Sampson post aft lost.

Remove anchor and attached chain from port anchor picked up when heaving in the port anchor after anchoring in Hampton Roads.

Wooden plug at top end of No. 1 starboard boom missing.

Stanchions of Board of Trade gangway bent.

Whipping shaft of Port No. 1 winch bent. Stop valve spindle broken. Guards over gears of aft forward winches broken and steam pipe guards washed up.

RECOMMENDED:-

repacked.

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

These two portable sections of hand railing and stanchions be repaired with part new material and straightened.

All staving and moulding on the port and starboard sides of lower bridge where broken or missing be renewed and all bent stanchions be removed, faired and refitted in place.

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

Four new wooden hatch boards to be made for the bunker hatch and three tarpaulins be 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 be repaired with part new material using old fittings where possible.

A new wire reel be made and fitted in place on the starboard side aft. The 90 fathoms of 1" steel wire lost to be replaced.

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

To be renewed with turnbuckles as originally.

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

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

The whipping shaft of Port No. 1 winch be removed, straightened and fitted in place. Broken stop valve spindle be renewed. Guards over forward winch gears be

W450-0177 3/8

February 26, 1940.

FOUND:-

Wheel and shafting guards on the port and starboard bunker winches broken and badly bent.

Coaming plate between galley and cross bunker hatch cracked at galley on the port and starboard sides.

Pipe guard in way of starboard fidley door washed up and broken.

One hinge on fidley storm cover loose.

Main rail cracked on the port and starboard sides in way of 2nd "T" bar support for boat deck amidships.

Boat deck amidships on the port and starboard sides leaking.

Forward life boat fall of port life boat lost and boat chocks started.

Hand railing aft on the port side bent and stanchions set inboard.

Vent pipe port side for No. 6 tank bent.

Five (5) bulwark stanchions on the port side aft bent.

Three bulwark stanchions on the starboard side aft bent.

Two tarpaulins for No. 1 hatch; one tarpauline for No. 2 hatch; two tarpaulins for No. 4 hatch and two tarpaulins for No. 5 hatch badly torn.

RECOMMENDED:-

renewed and the steam pipe guards be faired up and re-fastened.

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

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

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

This hinge on fidley storm cover be welded to cover.

The crack in main rail on the port and starboard sides be "veed" out and electrically welded up.

The boat deck amidships on the port and starboard sides be searched, caulked, payed and made tight.

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

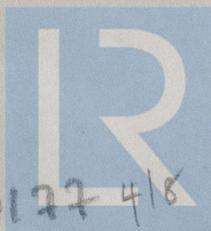
The hand rail and stanchions aft on the port side be faired up.

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

These five (5) bulwark stanchions on the port side aft be removed, faired and refitted in place.

These three bulwark stanchions be 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 be made and fitted in place.



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Lloyd's Register
Foundation

W450-0177 4/8

(5)

S/S "ROSSINGTON COURTS"

FOUND:-

One cleat for after peak hatch broken.

Deck on top of wheel house leaking.

Port No. 1, Port No. 5 and starboard No. 4 derricks somewhat bent.

It was also recommended that, all hatch coaming angles, bunker hatches, ventilator coaming angles, stringer angles and deck fittings be examined, tested and any started work be caulked and made tight.

Fire room and engine room bilges choked with coal and ashes.

Guard for steam pipes to windlass broken up.

Wooden plug at top end of No. 1 starboard derrick missing.

Canvas covers for eighteen (18) ventilator trunks badly cut.

Two fidley storm covers badly bent up.

Stove for carpenter's room with smoke pipe and ash pan broken up.

Heating stove in smoking room with piping and ash pan broken up.

Stove for boys room broken up.

Two reversing levers for winches at foremast bent.

Ventilator and cowl on port side of forecastle deck lost.

Two steering gear fair leads (1-port & 1-starboard) worn in way of bushings and shafting flattened where worn.

RECOMMENDED:-

A new cleat be made for the after peak hatch. Cleat to be bolted on.

Sand bags be removed from top of wheel house - the deck be caulked, made tight and sand bags be replaced.

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

The fire room and engine room bilges be thoroughly cleared of all dirt, coal and ashes. The bilge suction be proved clear of all obstruction.

A new guard be made and fitted in place over the steam pipe to windlass.

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

A new canvas cover be made and fitted to the eighteen (18) ventilator trunks.

Two fidley storm covers be made and fitted in place.

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

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

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

These two reversing levers be removed and faired or faired in place.

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

These two steering gear fair leads be removed, the bushings be reamed out and the two fair lead shafts be renewed and fitted in place. The steering gear chains

(6)

S/S "ROSSINGTON COURT"

FOUND:-

Forecastle deck leaking.

Wheel house deck leaking.

Nine large turnbuckles and one small one for securing deck cargo broken and lost.

One section of chain lashing for deck cargo lost.

Three hooks for galley doors broken.

Two jolly boat hinges on boat check bent.

Vent pipe for No. 6 double bottom tank, port side bent.

Five bulwark stanchions aft on the port side bent.

Main rail aft in way of the above stanchions somewhat set in.

Three (3) bulwark stanchions on the starboard side aft bent.

Top of forecastle bulkhead plate bent in way of damaged hand rail stanchion, on the port side.

Canvas covers for one large and three small wire reels destroyed.

The port side bridge front plating in way of Stewards room set in; joints leaking and port light broken.

RECOMMENDED:-

be adjusted as found necessary.

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

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

Nine new large and one small turnbuckle be supplied and placed on board for securing deck cargo.

To be replaced.

To be renewed.

These be straightened.

The vent pipe for No. 6 double bottom tank, port side be faired up and repaired.

These five bulwark stanchions be removed, faired and re-fitted in place.

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

These three (3) stanchions be removed, faired and refitted in place.

The top of this forecastle bulkhead plate be faired in place.

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

All fittings and sheathing in way of bridge front plating on the port side be removed. The plating and stiffeners be faired up as necessary - all loose and started rivets be cut out and renewed. All caulking be overhauled and made tight and a new port light glass be fitted and all fittings, sheathing, etc., removed be replaced as before.

N 450 - 0177 6/8

FOUND:-

Lockers and doors for same in quarters aft damaged and doors broken.

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, it was recommended that a Diver be sent down for the purpose of making the necessary examination and he reported all in order.

The H.P. crosshead and guide were reported to have given trouble by heating up. The crosshead was opened, examined and found in order. On removing the piston rod guide shoe, the oil ways were found "plugged up" and it was recommended that the oil ways be re-cut and the piston rod shoe be adjusted to guide fitting or renewing liners as necessary. The H.P. bottom end was also opened up, scraped up oil ways cleared and bottom end adjusted.

All holding down bolts to be overhauled and set up as necessary, renewing broken bolts if any.

After shoe of thrust block leaking in way of studs for loose liners.

Two straps for holding steel sheathing on main boilers broken.

Steering gear worm wheel and worm shaft badly worn.

Electric wiring in stokehold defective.

Cargo cluster wiring on the forward deck defective.

No. 3 double bottom tank and the 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 steam water end of ballast pump was opened up and examined. Suction and delivery valves cleaned of all dirt and water chamber cleared of all small coal. Stop valve seat machined and new valve fitted.

RECOMMENDED:-

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

The after thrust block shoe be removed; new studs be fitted- the shoe be tested and refitted in place.

These two straps be removed, renewed and fitted in place.

The steering gear worm wheel and worm shaft be removed and the spare worm wheel and worm shaft be fitted in place and connected up. New worm wheel and shaft be made and placed on board as spare, by Owners.

The electric circuit in stokehold be tested out, and new wire fitted as necessary. All grounds be removed and the circuits be tested out and proved to be in proper electrical connections.

The cargo cluster wiring on the forward deck be temporarily repaired and permanently repaired on discharge of cargo.



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Lloyd's Register
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W450-0177 7/8

(8)

S/S "ROSSINGTON COURT"

FOUND:-

Rudder stock slack in rudder head blocks and setting up wedges bent.

Wood deck over Officer's quarters on the port side leaking.

New and repaired work to be coated as before.
All removals necessary to effect repairs to be replaced as originally.

The foregoing recommendations were made in order to place the vessel in the same good and efficient condition that she was in prior to encountering the heavy weather.

Fee \$130.00

RECOMMENDED:-

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

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

(signed) C.J. HUDSON.

Surveyor to Lloyd's Register of Shipping.



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W450-0177 8/8