

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 21/1/41 When handed in at Local Office 21/1/41 Port of NEWCASTLE-ON-TYNE
 No. in Survey held at North Shields Date, First Survey 23rd Dec/40 Last Survey 10 Jan 1941
 Reg. Book. 45904 on the Wood, Iron or Steel "HINZPOOL" (No. of Visits 9)
 TONNAGE:— Built at W. Hartlepool. By whom W. Gray & Co. Ld. When 1928
 GROSS 4894 Owners Tool Shipping Co. Ld. Owners' Address
 UNDER DK 4621 Managers (Sir R. Roper & Co. Ld.) Port belonging to W. Hartlepool.
 NET 3040

Surveyed Afloat or in Dry Dock? In Dry Dock Name of Dock Smiths & Co. Destined Voyage
 Cell D B or D Ba 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. 62821 Port GL

Periodical Surveys, when held, must be reported in detail and verbatim 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.

not required.

Was a damage report made by anyone else? if so, by whom? Underwriting Surveyor.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage stated to have been caused by mine explosion off River Tyne (note not stated).

How done:— Vessel placed on pontoon, bottom cradles cleaned examined and recoated.

On examination the following shell plates in way of the After Peak Tank and After Hold were found to be set in or indented:—

Starboard: A. 1.2.4. B. 1.2.4. C. 1.2.3. D. 1.2. E. 1.2.3.

Starboard: A. 1.2. B. 1.2. C. 1.2.3. D. 1.2. E. 1.2.

It was not possible to effect permanent repairs at this time and the following temporary repairs were effected. See Page 2.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	(Partly) Good	Engine Room Skylights	Good	Copper, or Y.M.	(State if on Bell.)
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	When fitted, Month	Year
Coamings	"	Cement or Asphalt	✓	Oil Bunkers	✓	Boats	✓
Beams & Fastenings	(Partly) "	Rudder	"	Scuppers	✓	Masts, Yards, &c.	Good
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	from deck
" in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed.)	ho.
Frames	"	Have pumps been examined and found efficient?	✓	Planing		Equipment letter	2.
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	✓	Caulking		Anchors, No. of	3.1.
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails		Cables (State if now ranged)	ho.
Transverses	"	Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stemson		" length	✓
Floors	"	Have the Tanks been examined internally? ho.	✓	Transoms, Pointers & Crutches		" (on board)	✓
Keelsons	"	Have the Tanks been tested? See Report.	✓	Timbers of Frame at openings		Rule length	size
Stringers	"	Air and Sounding Pipes	(Partly) Good	" at other places		Chain Locker	✓
Inner Bottom Plating	"	Doubling Plates under Sounding Pipes	✓	Stringers, Clamps & Shelves		Hawseers & Warps	Good
Have the Tanks been examined internally? ho.				Siding	(State if examined.)	Standing and Running Rigging	
Have the Tanks been tested? See Report.						Sails	✓

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. 1-38."

This vessel is eligible in my opinion to remain as classed and to have fresh record of Survey 1.41 Shl. subject to indented shell plating spanning etc. in way of after peak tank (P.S.) being dealt with, and to permanent repairs being effected to shell plates (P.S.), W.T. bulkhead between Nos. 4 & 5 Holds and spanning at the first convenient opportunity and to shell plate H 12 (P.S.) (EW 6.39 & 4.40 & 1.41) being specially examined at the next drydocking.

Survey Fee (per Section 20)	£	:	:	Fees applied for,
Special Damage or Repair Fee (if any)	£	10	10	21 JAN 1941
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	19

Committee's Minute TUE 11 FEB 1941

Character Assigned

12.40

Subject

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W984-0192/2

Temporary repairs

The afterpeak tank was tested, riveting & caulking found to be generally started, all leakage marked, started shell rivets renewed and landings in the vicinity of the damage made good by caulking or electric welding.

The afterpeak tank was examined internally, all riveting in the afterpeak tank and the afterhold, tunnel recess etc., hammered tested and all started rivets renewed. The shell plates & deep floors below the stern tube were found to be slightly buckled - these were stiffened by fitting built angle struts between shell plates just above the tops of the floors.

The after peak tank was retested on completion of repairs with satisfactory results.

6. Room and nos. 5 & 6 D.B. Tanks were kicked - started engine holding down bolts renewed or hardened up as required and minor welding and caulking defects on tank top, margins and shell plating made good. C.C. and nos. 5 & 6 D.B. Tanks retested after repairs with satisfactory results.

Port and Starboard rudder quadrant plates found slightly buckled now removed, faired and refitted and fitted with a stiffening angle on inner edge of same.

Number of tank and bilge suction pipes in tunnel renewed or repaired as necessary.

Rudder lifted & examined, looking pinke renewed. common repairs effected to deck, and cabin fittings etc.

Steering gear tried over on completion of repairs with satisfactory results.

It is recommended that permanent repairs be effected to above shell plating etc. at the first convenient opportunity - the vessel being considered in efficient condition meantime.

S.R. list:- Shell plate H 12 (P.S.) (EN 6.39 & 4.40) now specially exam^d - welding found to be slightly started - now cut out and rewelded.

Indented plating (P.S.), W.T. bulkhead between nos 4 & 5. Holds spanning not dealt with at this time - specially examined, some further temporary repairs effected by overhauling the riveting and caulking of the bulkhead frame, and found efficient meantime.

Decks, coamings, hatchways & battening arrangements, No. 4 & 5 Hold, afterpeak, windlass
steering gear etc. examined generally or as required & found satisfactory.

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Foundation

10m,11,39. (MADE AND PRINTED IN ENGLAND)

If Stockless, state Mechanical Test.