

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16/1/40 When handed in at Local Office 17/1/40 1940 Port of LIVERPOOL
No. in Survey held at Birkenhead Date, First Survey 2/1/40 Last Survey 10/1/1940
Reg. Book. (No. of Visits 6)On the Wood, Iron or Steel Ac. "HAXBY"

TONNAGE:—

GROSS 5207UNDER DE. 4939NET 3122Built at W. Hartlepool By whom W. Gray & Co.When 1929 YEAR. MONTH.Owners Ropner Shipping Co. Ltd.Owners' Address ✓

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

Managers ✓Port belonging to W. HartlepoolSurveyed Afloat or in Dry Dock? Both Name of Dock W. Hartlepool Destined Voyage 13 Lead-SD.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. 97859 Port Nwe

(Periodical Surveys, when held, must be reported in detail and seriatim 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 5 ft. 0 ins.Was a damage report made by anyone else? If so, by whom? Hay & Smart

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Grounding

Damage stated to have been sustained to bottom plating and internal structure of double bottom through grounding off Yarmouth on the 12th and 13th September 1939.

Vessel placed in drydock, bottom and side plating and rudder, cleaned examined and recoated.

On examination of bottom plating the following recommendations were made:—
(All plates numbered from aft)

Keel plates Nos 4+5 to be removed, faired and refitted

"A" stroke port Nos 5, 6, 7+8 to be removed, faired and refitted

"A" " " No 3 plate to be faired in place.

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 <u>good</u>	Bulkheads <u>good</u>	Engine Room Skylights <u>good</u>	Copper, or Y.M. (State if on Pett.)
Caulking of Decks <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Openings, Covers, &c. <u>"</u>	When fitted, Month Year
Coamings <u>"</u>	Cement or Asphalt <u>crack</u>	Oil Bunkers <u>"</u>	Boats <u>good</u>
Beams & Fastenings <u>"</u>	Rudder <u>good</u>	Scuppers <u>good</u>	Masts, Yards, &c. <u>"</u>
Outside Plating <u>"</u>	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained (State if wedges removed) <u>from deck</u>
" " in way of sidelights <u>"</u>	Windlass <u>"</u>	Hatches <u>"</u>	Equipment letter <u>2</u>
Frames <u>"</u>	Have pumps been examined and found efficient? <u>✓</u>	Planking <u>"</u>	Anchors, No. of <u>3/15/15</u>
Reverse Frames <u>where exposed</u>	Have Sluice Valves been examined and found efficient? <u>✓</u>	Caulking <u>"</u>	Cables (State if now ranged) <u>no</u>
Longitudinals <u>✓</u>	Have Watertight Doors been examined and found efficient? <u>✓</u>	Treenails <u>"</u>	" length <u>stated complete</u> (on board)
Transverses <u>✓</u>	Have Ventilators and their Coamings been examined and found efficient? <u>yes</u>	Breasthooks & Stemson <u>"</u>	" Rule length <u>✓</u> size <u>✓</u>
Floors <u>see report</u>	Air and Sounding Pipes <u>good</u>	Transoms, Pointers & Crutches <u>"</u>	Chain Locker <u>✓</u>
Seelons <u>"</u>	Doubling Plates under Sounding Pipes <u>added plates Nos 4+5</u>	Timbers of Frame at openings <u>"</u>	Hawser & Warps <u>sufficient</u>
Stringers <u>✓</u>		" " at other places <u>"</u>	Standing and Running Rigging <u>good</u>
Inner Bottom Plating <u>where exposed good</u>		Stringers, Clamps & Shelves <u>"</u>	Sails <u>✓</u>
Have the Tanks been examined internally <u>no str.</u>		Salting <u>"</u>	
Have the Tanks been tested? <u>no str.</u>		(State if examined.)	

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, so far as now seen, is in an efficient condition and eligible in my opinion to remain as now classed with fresh record of survey 1.40, subject to indented bottom plating and buckled internal structure in Nos. 5+6 & 3, tanks being repaired at the first convenient opportunity.

Survey Fee (per Section 20)	£	✓	
Special Damage or Repair Fee (if any) (per Sec. 20)	£ 15 15	0	
Travelling Expenses (if chargeable)	£	✓	
Second Surveyor's Fee (if any)	£	✓	

Fees applied for,

18 JAN 1940

Received by me,

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Surveyor to Lloyd's Register of Shipping.

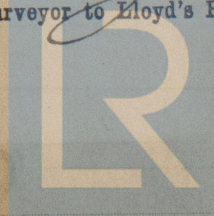
Committee's Minute

Character Assigned

100AISubject

LIVERPOOL

23 JAN 1940

Lloyd's Register
Foundation

W994-0223/14

"HAXBY"

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Port Side continued

"B" stoke Nos 5 plates to be renewed.

"B" " Nos. 6, 7, & 8 plates to be removed, faired and refitted.

"C" " Nos 5 plates to be renewed

"C" " Nos. 6, 7 & 8 plates to be removed, faired and refitted

"D" " No. 5 plate

Starboard side.

"A" stoke Nos. 3, 6 & 7 plates to be renewed.

"A" " Nos 5, 8 and 11 " " removed, faired and refitted.

"A" " Nos 9 & 10 plates to be faired in place.

"B" " Nos. 4, 5, 6 and 8 plates to be renewed.

"B" " Nos. 7, 10 and 11 " " removed, faired and refitted.

"B" " No. 9 plate to be faired in place.

"C" " Nos. 5 & 6 " " " "

"C" " No. 11 plate " " removed, faired and refitted.

"D" " Nos 6 & 7 plates to be renewed.

As the vessel was urgently required for Government service Nos. 5 & 6 D.B. tanks in way of the maximum set up of the bottom plating were pressed up and no leakage from indented plating found.

On internal examination of Nos 5 & 6 D.B. tanks a number of solid and bracket floors were found buckled and rivets in channel box struts and bracket floor bottom connections to frames sheared, as detailed below:-
Temporary repairs as detailed below were effected.

No 5 Tank Starboard side - Frames counted from forward tank end.

No. 1. Skeleton Floor - riveting to inboard bracket started; rivets cut out and renewed.

No. 2. Solid Floor - Floor and frame slightly buckled, no temporary repairs effected.

No. 3. Skeleton Floor - Inboard bracket and frame slightly buckled and riveting started; rivets cut out, frame partially faired and rivets renewed.

No. 4. Skeleton Floor - Similar to No. 3.

No. 5. Solid Floor - Floor etc similar to No. 2.

No. 6. Skeleton Floor - Frame slightly set up and riveting at centre line bracket started; rivets cut out and renewed.

No. 7. Solid Floor - Similar to No. 2.

No. 9. Solid Floor - Floor buckled and frame set up; as a temporary repair one channel box stiffener riveted to floor alongside lightning hole.

No. 10. Skeleton Floor - Similar to No. 1.

No. 11 " " - Riveting to inboard bracket and to channel stanchion started; rivets cut out and renewed.

No. 13 " " - Frame set up and riveting to centre line bracket started; flatted rivets renewed, frame bent as necessary to close.

No. 14 " " - Similar to No. 13.

No. 15. Solid Floor - Floor and frame badly buckled; as a temporary repair started riveting renewed, and a channel stiffener riveted to floor.

No. 16 " " Slightly buckled above frame.

"HAXBY"

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No. 19 Skeleton Floor - Riveting to inboard bracket started; rivets cut out and renewed.

No. 20 " " - Similar to No. 19.

No. 21 Solid Floor - Slightly buckled above frame; started rivets renewed.

No. 22 Skeleton Floor - Riveting at centre line bracket started; rivets cut out and renewed.

No. 23 " " - Similar to No. 22.

Section pipe in space 22-23 bent forward, and bell mouth broken; temporary bell mouth fitted.

No 5 Tank - Port Side.

No. 1 Skeleton Floor - Riveting at inboard bracket started; rivets cut out and renewed.

No. 2 Solid Floor - Slightly buckled above frame.

No. 3 Skeleton Floor - Riveting at inboard bracket started and sheared; rivets cut out and bracket and frame re-riveted, new holes made between existing rivet holes as a temporary measure.

No. 4 " " - Similar to No. 3.

No. 5 Solid Floor - Slightly buckled.

No. 6 Skeleton Floor - Riveting at inboard bracket started; rivets cut out and renewed.

No. 7 Solid Floor - Slightly buckled.

No. 8 Skeleton Floor - Similar to No. 6.

No. 9 Solid Floor - Slightly buckled.

No. 10, 11 + 13 Skeleton Floors - Similar to No. 6.

No. 14 Skeleton Floor - Riveting at inboard bracket and channel strut started; rivets cut out and renewed.

No. 15 Solid Floor - Slightly buckled.

No. 16 Skeleton Floor - Frame badly buckled at centre line bracket and bracket buckled, and rivets in channel strut sheared. Frame fixed locally to bracket floor, new holes made between existing holes in bracket and channel and same re-riveted.

No. 17 Skeleton Floor - Riveting to centre line bracket and channel strut started; rivets cut out and renewed.

No. 19 + 20 " " - Riveting to centre line bracket started; rivets cut out and renewed.

No. 21 Solid Floor - Slightly buckled.

No. 22 Skeleton Floor - Similar to No. 19 + 20.

No. 23 " " - Similar to No. 17.

No. 24 Tank end - Slightly buckled above frame.

No 6 Tank - Starboard Side.

No. 1 Skeleton Floor - Frame and inboard bracket buckled, new holes made between existing holes and bracket re-riveted. Additional channel strut fitted.

No. 4 Skeleton Floor - Started riveting at centre line bracket renewed.

No. 7 " " - Frame buckled and locally fixed, started rivets in centre line bracket renewed.

No. 8 " " - Riveting to centre line bracket on frame angle and bottom of channel strut renewed.

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- No 10 Skeleton Floor - Frame badly buckled, tank side bracket rivets sheared and shell riveting started. Frame partially fairied and closed to floor, new holes made between existing rivet holes in bracket, and shell riveting made good as necessary.
- No 11 Skeleton Floor - Similar to No. 10.
- No 13 " " - Riveting of outboard bracket and channel strut to frame started, rivets renewed.
- No 14 " " - Riveting of outboard and inboard brackets started, rivets renewed.
- No 15 Solid Floor - Badly buckled, rivets in frame angle started and renewed, channel stiffeners fitted in way of side of lightening hole. Rivets in shell through frame and buttstraps etc. overhauled and made good as necessary.
- No 16 Skeleton Floor - Riveting of centre line bracket and channel strut to frame angle started, rivets renewed.
- No 17 " " - Riveting of centre line bracket started, rivets renewed.
- No 6 Tank - Port Side
- No 5 Skeleton Floor - Frame buckled, rivets in brackets examined and found in order.
- No 7 " " - Frame badly buckled and riveting at wing brackets and intercostal connections started. Frame fairied locally and wing brackets and intercostal connections re-riveted.
- No 8 " " - Similar to No. 7.
- No 9 Solid Floor - Slightly buckled, rivets in frame started and renewed.
- No 10 Skeleton Floor } - Buckled in way of tank side bracket,
 No 11 " " } started rivets at end of bracket renewed.
- No 13 " " - Riveting at tank side bracket and channel strut started on frame, rivets cut out and renewed.
- No 14 " " - Riveting at centre line bracket started, rivets cut out and renewed.

Broken cement in bottom renewed as necessary.

As the vessel was urgently required by the Sea Transport Dept. of the Ministry of Shipping it was recommended permanent repairs could be effected at the first convenient opportunity.

Decks, hatch coverings, coamings and ventilators examined and found in order.

A.W. Jackson



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