

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 24th Sept. 1956. When handed in at Local Office 24th Sept. 1956. Port of Hong Kong.  
 No. in Survey held at Hong Kong. Date, First Survey 20th July, Last Survey 18th August, 1956.  
 Reg. Book 67432 on the ~~XXXXXX~~ S.S. "LANDSPRIDE" (No of Visits 8.)

Built at Hartlepool. By whom W. Gray & Co., Ltd. When 1939. YEAR. MONTH. 9.  
 Owners Landsdowne & Co., Ltd. Owners' Address -  
 Managers Wheelock, Marden & Co., Ltd. Port belonging to Hong Kong.  
 TONNAGE: -  
 GROSS 5439  
 UNDER DK -  
 NET 3228

Surveyed Afloat or in Dry Dock? Both. Name of Dock Cosmopolitan Dock. Destined Voyage -  
 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. 3704 Port Bm

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100A1 1,55	+IMC 7,51
ssShl 3,52	BS 1,55
	TS CL 1,54

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 } 4 ft. 5 1/4 ins.

Was a damage report made by anyone else? if so, by whom? -  
 REPAIRS, OR EXAMINATION AS PER RULE FOR PERIODICAL SPECIAL SURVEY (C) DUE 3,56, SHIP 17 YEARS OLD,  
 REPAIRS & CONVERSION TO OIL FUEL.

Now Done :-  
 Ship placed in drydock. Shell plating, stern frame and rudder cleaned, examined and coated.  
 Ship undocked 14th August, 1956.

Examined :-  
 Holds, 'tween decks, fore and after peak spaces, engine and boiler spaces, under engines and boilers, plating in way of sidelights, overboard scuppers and discharge pipes, decks with machinery and other casings; superstructures, skylights and companionways,  
 (contd. overpage)

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

	Good.	Good.	Good.	As rptd.	Good.	Good.	Good.
Decks	Good.	Bulkheads	Good.	Engine Room Skylights	Good.	Copper, or Y.M.	Good.
Caulking of Decks	"	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	As rptd.	When fitted, Month	Year
Coamings	"	Cement or Asphalt	"	Oil Bunkers	Good.	Boats	-
Beams & Fastenings	"	Rudder	"	Scuppers	"	Masts, Yards, &c.	Good.
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	By inspection.
" " in way of sidelights	"	Windlass	"	Hatches	"	(State if wedges removed.)	
Frames	"	Have pumps been examined and found efficient? Yes.		Planking		Equipment letter	Z
Reverse Frames	"	Have Sluice Valves been examined and found efficient? -		Caulking		Anchors, No. of	3B 1 S
Longitudinals	"	Have Watertight Doors been examined and found efficient? Yes.		Treenails		Cables (State if now ranged)	Yes.
Transverses	"	Have Ventilators and their Coamings been examined and found efficient? Yes.		Breasthooks & Stemson		" length 270 mean diamr 2-1/16"	
Floors	Good.	Air and Sounding Pipes	Good.	Transoms, Pointers & Crutches		" Rule length 270 size 2 1/4"	
Keelsons	"	Doubling Plates under Sounding Pipes	Yes.	Timbers of Frame at openings		Chain Locker	Good.
Stringers	"			" " at other places		Hawsers & Warps	Sufficient.
Inner Bottom Plating	"			Stringers, Clamps & Shelves		Standing Rigging	Good.
Have the Tanks been examined internally? Yes.				Sanding	State if examined	Sails	-
Have the Tanks been tested? Yes.							

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 Ship is eligible, in my opinion, to remain as classed with record of Docking 8,56, and to have the notation of S.S. H.Kg. 8,56, when the hatchway tarpaulins have been examined, and to have now the additional notation "fitted for oil fuel 8,56, F.P. above 150°F."

Survey Fee (per Section 23) S.S.	\$2,816.00	Fees applied for,	31/8/1956.
O.F. Conv.	\$ 600.00	Received by me,	19.
Special Damage or Repair Fee (if any) (per Section 23)	\$ :		
Travelling Expenses (if chargeable) S.F.	\$ 28.00		
Second Surveyor's Fee (if any)	\$ 125.00		

Committee's Minute THURSDAY 8 NOV 1956  
 Character Assigned Defensed for cp. S.S. but 8,56 H.Kg + IMC 158,56 58,56 BS 1,56 Fitted for oil fuel 8,56 FP above 150°F  
 J.L.V. Whittle. Surveyor to Lloyd's Register of Shipping.  
 002816-002824-0330

11 OCT 1956

Now Done :-

Hong Kong

In Certificate required? If so, to be sent to



Examined :- (Contd.)

hatchways, covers, supports, cleats, and battening arrangements, anchors, chain cables, chain locker, masts (steel), rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, W.T. door, ventilator coamings and covers, air and sounding pipes (striking plates fitted) and cargo battens.

Freeboard verified.

Examined Internally & Tested :-

Fore and after peak tanks, all double bottom tanks, oil fuel settling tanks, F.W. tanks in 'tween decks and cofferdams.

All parts surveyed and found or placed in good condition. All spaces previously cleared, ceiling, lining, cement and rust removed and spaces cleaned as required. Steelwork afterwards coated as necessary and ceiling, lining and cement replaced.

To Complete Special Survey :-

To Be Examined :-

All hatchway tarpaulins, these not being accessible for survey on the final visit made to the ship.

Owners state that Special Survey will be completed within several weeks time.

Conditions Affecting Ship's Class :-

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

**ANCHORS.**

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower															
	2nd "															
	3rd "															
	Collective Weight															
	Stream															
	Kedge															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

**CHAIN CABLES.**

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.		
	Length.	Diam.	Stann- lory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.							
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ins.			

Now Done :-

Sternframe solepiece (E.W. & reinforced 1,54 & E.W. 4,51) specially examined and found to continue efficient.

Endorsement Not Affecting Ship's Class :-

Now Done :-

Indented stern plating S.S. now faired in place, and it is submitted this endorsement may now be deleted.

(Contd. next page)

Hull of the S.S. "LANDSPRIDE"

Repairs (Wear & Tear) :-

Shell

Several indented shell plates, p.s. forward, s.s. midship, and s.s. stern plating, faired in place.

Rudder

Rudder lifted, pintles examined and gudgeons re-bushed.

Chain locker

Division plate cropped and part renewed. Starboard side of chain locker casing part doubled.

D.B. Tanks ("A" strake is adjacent to centre strake, floors counted from aft)

No.2 D.B. Tank

A number of indents in tank top plating faired in place.

A number of slack rivets renewed in floor connections.

"C" strake, tank top, s.s., renewed between floors 113-124.

No.4 D.B. Tank (dry tank).

Tank top fitted with rivetted doublers between floors 84-87, p & s, and floors 90-92 p.s.

No.6 D.B. Tank

"A" strake, tank top, p.s. cropped, and renewed between floors 66-71.

"A" strake, tank top, s.s. renewed between floors 63-70.

"B" strake, tank top, s.s. renewed between floors 54-59.

"C" strake, tank top, s.s. renewed between floors 55-63.

No.7 D.B. Tank

"A" strake, tank top, p & s renewed between floors 22-40.

Floors p.s. Nos.16 to 27 inclusive and No.32 all cropped and part renewed. s.s. Nos.16 to 30 inclusive, No.32 & No.35 all cropped and part renewed.

W.T. Bulkheads :-

No.104

All bulkhead stiffeners fitted with welded reverse angles, 6" x 4" x  $\frac{5}{8}$ " from tank top to 15ft up.

After peak

Bulkhead between A.P. Tank and Lazarette space renewed.

A number of other repairs of a minor nature effected.

Now Done for Oil Fuel Conversion (Forced Draught) :-

The vessel has been converted at this time to oil fuel burning, in accordance with, or equivalent to plans approved 15.1.53. for S.S. "KINGSFORD", renamed "LANDSPRIDE".

Oil fuel is carried in the following double bottom tanks :-

Nos.1 (common), 2, p & s, 3 p & s, 6 p & s, & No.7 (Common).

(Contd. over page).

Oil Fuel Conversion (Contd.) :-

No.4 p & s D.B. tank, formerly for fresh water, is now used as a dry tank, with suctions re-connected to bilge line.

Separate settling tanks, one port and one starboard, have been efficiently constructed, from plans approved 15.11.52. for S.S. "PRECILA", and fitted in former side bunkers. Oil tight bilges p & s, are arranged in way of these settling tanks.

All alterations and additions to the ship's structure have been efficiently carried out, and satisfactorily tested on completion.

Cofferdams

Cofferdams between fore peak & No.1 D.B. tank (2 frame spaces) and Nos.5 & 6 D.B. tanks (2 frame spaces) constructed by permanently closing limber and lightening holes etc., and fitting additional ordinary angle vertical stiffeners, welded toe- to new tank-ends. Air, sounding, and suction pipes (with S.D.N.R. valves) provide all to Rule requirements.

Air Pipes, ect. :-

Additional goose-necked air pipes, all 36" high above upper deck, with flash-proof gauzes, and canvas covers, now fitted to the following fuel tanks and cofferdams :-

No.1 D.B. tank	3½" dia.
No.2 D.B. tank, p & s	4" dia.
No.3 D.B. tank, p & s	4" dia.
No.6 D.B. tank, p & s	4" dia.
(also 2 p & s at 2½" increased to	4" dia.
No.7 D.B. tank,	4" dia.
Settling tanks, p & s	3½" dia.
Cofferdams between F.P. & No.1 D.B. & Nos.5 & 6 D.B. tanks	2½" dia.

1½" dia. sounding pipes, with screwed brass plug and led to upper deck, fitted to F.P./No.1 D.B. cofferdam.

1½" dia. sounding pipe, with parallel plug (self-closing), to No.5/6 D.B. cofferdam, and situated in machinery space. Suctions to bilge main provided for both cofferdams.

General :-

Overflow from p & s settling tanks, through well-lighted sight glasses to No.3 p & s D.B. tank. Extended spindles, with brass nameplates, fitted to settling tank, high and low suction valves, transfer pump, fuel unit, and steam smothering, all operated from upper deck.

Fore and after peak F.W. suction lines led along shipside in bilges, clear of D.B. tanks.

Openings in upper deck to p. & s side bunkers closed with steel plates and beams continued across.

Cross bunker hatchway remains intact and is now additional access to No.2 hold, previous wood bulkhead in tween deck now discarded.

Two access doors from stokehold to crossbunker now plated over.

Two (one port, one starboard) 12" dia. ventilators fitted with coamings 36" high, .38" thick, and trunked through No.2 tweendeck, to former side bunkers (now

(contd. next page)

Hull of the S.S. "LANDSPRIDE"

Conversion to Oil Fuel :- (Contd.)

containing oil fuel unit and settling tanks).

Wood plugs and canvas covers provided.

All Rull requirements for burning oil fuel are fully complied with.

Interim Certificate issued as per copy attached.

Report C.11 (Contd.) issued, copy attached, and placed on board for attachment to ship's Report C.11.

*J. W. Little*

*Natur  
al  
27.11.56*