

## REPORT OF SURVEY FOR REPAIRS, &amp;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 on the XXXXXXX S.S. "LANDSPRIDE" (No of Visits 8.)

67432 Built at Hartlepool. By whom W. Gray & Co., Ltd. When 1959. 9.  
TONNAGE :— Owners Landsdowne & Co., Ltd. Owners' Address —  
GROSS 5439 Managers Wheelock, Marden & Co., Ltd. Port belonging to Hong Kong.  
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

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 4 ft. 5 1/4 ins.  
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 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 Fair'd or Repaired |               |         |            |                            |        |                      |             |                |
| Fair'd or Repaired in place    |               |         |            |                            |        |                      |             |                |

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

Character Assigned

THURSDAY 8 NOV 1956

Deferred for S.S.  
but 8,56 H.Kg

58,56 + LMC 158,56  
BS 1,56

Fitted for oil fuel 8,56  
FP above 150°F

J.L.V. Whittle.  
Surveyor to Lloyd's Register of Shipping.

Noted for Header

NOTED FOR POSTING

Lloyd's Register Foundation

002816-002824-0330







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) provided 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. H. H. H.*

*Natur  
al  
27.11.56*