

Rpt. 8.

(Received at London Office)

19 MAY 1948

No. 72831

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of Writing Report 8/5/1948 When handed in at Local Office 17.5.1948 Port of Glasgow  
No. in Reg. Book Survey held at Glasgow Date, First Survey 2.2.48 Last Survey 26.4.1948  
28039 on the Wood, Iron or Steel "LANGTON GRANGE" (No. of Visits 1)

TONNAGE: Built at Port Glasgow By whom Lithgows Ltd. When 1942 MONTH 12  
GROSS 7043 Owners Houlder Line Ltd. Owners' Address  
UNDER DK 6572 Managers Houlder Bros. & Co. Ltd. Port belonging to London  
NET 4909 Queen's Dock, Prince's Dock.

Surveyed Afloat or in Dry Dock? Both Name of Dock Govan Drydock 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. 11749 Port LA

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 Yes

not required

Was a damage report made by anyone else? if so, by whom? Underwriter's Surveyors.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage, completion of Special Survey, Renewal Freeboard Survey, and Conversion to Oil Burning.

1. Damage stated to have been sustained through contact with tug "LUCHADOR" on 16th October 1947 at Port of Buenavista, Bahia Blanca.

Found:- Shell plates (p.s.) in 2nd, 3rd, & 4th strakes below sheer & frames in way indented in way of Oil Fuel Deep Tanks.

How done for permanent repairs:- 1 shell plate in 2nd, and 1 shell plate in 4th strake below sheer, removed faired and replaced, 1 shell plate in 3rd below sheer cropped and after part removed faired and replaced, also 1 shell plate in 4th strake below sheer 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	3	5						
Faired or Repaired in place	3	2						

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks good	Good in spaces exd.	good	(State if on Felt.)
Caulking of Decks "	" " " "	Good Bunkers, Openings, Covers, &c. "	When fitted, Month Year
Coamings "	" " " "	Oil Bunkers "	
Beams & Fastenings good in spaces exd.	Rudder good	Scuppers "	Boats not examined
Outside Plating good	Steering gear and its connections "	Cargo Hatchways "	Masts, Yards, &c. good
" " in way of sidelights "	Windlass "	Hatches "	Condition, how ascertained by examination
Frames good in spaces exd.	Have pumps been examined and found efficient? Not examined	Planking	(State if wedges removed.)
Reverse Frames " " "	Have Sluice Valves been examined and found efficient? not examined	Caulking	Equipment letter at
Longitudinals "	Have Watertight Doors been examined and found efficient? not examined	Treenails	Anchors, No. of 3 B. 15.
Transverses "	Have Ventilators and their Coamings been examined and found efficient? Yes.	Breasthooks & Stemson	Cables (State if now ranged) Yes.
Floors good in spaces exd.	Air and Sounding Pipes. Good in spaces exd.	Transoms, Pointers & Crutches	" length 270 mean diamr. 25/16
Keelsons "	Doubling Plates under Sounding Pipes. "	Timbers of Frame at openings	" Rule length 270 size 25/16
Stringers "		" at other places	Chain Locker good
Inner Bottom Plating good in spaces exd.		Stringers, Clamps & Shelves	Hawsers & Warps "
Have the Tanks been examined internally? See Rpt.		Salting	Standing and Running Rigging "
Have the Tanks been tested? See Rpt.		State if examined.	Sails ✓

## 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 vessel so far as now seen is in an efficient condition and eligible in my opinion to remain as at present classed in the Register Book, with fresh record of drydocking 4.48 and to have notation of S.S. LIV.-2.47. without special condition.

Now:- Fitted for Oil Fuel 4.48 F.P. above 150°F.

Survey Fee (per Section 29)	£	Fees applied for, 18 MAY 1948
Special Damage or Repair Fee (if any)	£ 21 : 0 : 0	Received by me, 19.
CONVERSION & ALTERATIONS		
Travelling Expenses (if chargeable)	£ 36 : 15 : 0	
Second Surveyor's Fee (if any)	£	
Committee's Minute.		

Character Assigned 100 A, 4.48 - Rinc 4.48 Fitted for oil fuel

S.S. Liv. 2.47 without oil. Cond. 1.48 F.P. above 150°F

GLASGOW 18 MAY 1948

James Fleming Surveyor to Lloyd's Register of Shipping.



## "LANGTON GRANGE"

① Damage Repairs (Bontd):- 5 frames cropped, removed fained and replaced and 2 frames fained in place.

②. Damage stated to have been sustained through touching bank when approaching San Antonio Bend, River Paraguay on 2<sup>nd</sup> October 1944 whilst on a voyage from Buenos Aires to Yaraté. (Please see also B.A.S. Rpt. No. 20475)

Found:- Shell plates E.8,9,11 and adjacent plates slightly indented.

Now done for permanent repairs:- Vessel in drydock, shell plates E.8,9,11 from aft (S.S.) and adjacent F stake plating fained in place, and a number of defective rivets in way renewed. Rudder lifted for examination and a new riser fitted. Several rivets in shell plating aft and in rudder plating renewed.

Now done for Completion of Special Survey:- (Please see also Lir. Rpt. No. 125084.)

Vessel placed in drydock, bottom and rudder cleaned, examined now satisfactory and recoated.

No. 2 and 3 D.B. Tanks internally examined structure found satisfactory.

Examined hatchways, ventilators, closing appliances, air and sounding pipes found or placed in satisfactory condition.

Masts and rigging examined. (Rpt. 14 herewith)

Chain cables ranged and anchors, cables and chain locker examined. Freeboards verified.

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.	lbs.		
51735	1st Bower	69	0	0	Stockless			53	5	0	0	68			✓	L.P.H.S. 2/1/48
	2nd "															Joseph Hobbs
	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.

Wt. of Anchor Head + Pin 45c. 1g. 14 lbs.

## 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.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
10524	15 3/4	2 5/16	96 1/4	134 3/4	42.3.24			2 5/16	Stud Link	✓	L.P.H.N. 11/9/48 W.V. Norman
10525	15 3/4	"	"	"	43.1.0			"	"	✓	L.P.H.N. 11/2/48 W.V. Norman
10526	15 3/4	"	"	"	43.0.0			"	"	✓	L.P.H.N. 11/2/48 W.V. Norman
	Iron Stream Chain or Steel Wire										

Freeboard:- A Renewal Freeboard Survey has been carried out at this time and new certificates issued, valid until 31<sup>st</sup> August 1951.

Equipment:- A bower anchor and 45 fathoms of chain cable now supplied and the equipment is now up to full rule requirements. For particulars of new equipment now supplied please see above.

Repairs Wear + Tears:- 40 wood hatch covers renewed.

A few minor repairs also effected at this time.

Glasgow

## "LANGTON GRANGE"

Alterations:- Ash shoot removed on conversion of vessel to oil burning and opening in shell efficiently closed.

Bunker hatches on upper deck abreast boiler casing (p.s.) removed + efficiently plated over and existing accommodation on upper deck amidships has now been extended forward for 16'-0".

Accommodation has been provided in Tween deck aft (p.s.) for Crew and necessary ventilators, sidelights etc. fitted.

For particulars of items affecting freeboard please see attached C.II (Bontd) Report.

Conversion to Oil Burning:-

The vessel has been converted at this time to burn Oil fuel.

No. 3 D.B. tank has now been divided and the after part utilised for carriage of Oil fuel.

Oil Fuel Bunkers, Cylinders & Settling Tanks have been erected in accordance with attached approved plans and correspondence.

The necessary air + sounding pipes etc have been fitted and on completion of alterations D.B. tank, Settling Tanks and O.F. Bunkers tested under pressure and found satisfactory.

Section 20 of the Rules have been complied with where applicable.

For particulars of items affecting freeboard please see attached C.II (Bontd) Report.

Record for Register Book:- Sited for Oil fuel 4,48 F.P. above 150°F.

S.R.L.:- Bower anchor + 45 fathoms of chain cable now supplied.

Indented stem plating, shell plating etc, engine room bulkhead (p.s.), tank top plate in No. 1 Hold, sheerstrake + gunwale angle in way of No. 5 Tween deck (S.S.) have been permanently dealt with at this time and it is submitted the vessel's name be deleted from S.R.L.

NOTE:- Vessel undocked Wednesday 7<sup>th</sup> April 1948