

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19... When handed in at Local Office 19 APR 1949 Port of NEWCASTLE-on-TYNE

No. in Survey held at Blyth and North Shields Date, First Survey 19th JAN. 1940 Last Survey 30th MARCH 1949
Reg. Book. (No. of Visits 23)

66480 on the ~~Wood, Iron or Steel~~ S.S. "LORO GLADSTONE"

TONNAGE:- Built at W. Hantlepool By whom W. Gray & Co. Ltd. When 1943 3

GROSS 7051 Owners Nowood L.S. Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)

UNDER DK. 6572 Managers Ships Finance & Management Co. Ltd. Port belonging to London

NET 4868

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Smiths Dock Destined Voyage

Cell/Dor/Dba feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT 25.83 feet 1040 tons.

N.B.—All alterations in the existing records of tanks should be underlined.
Last Report, No. 23299 Port Lymington

(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

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR completion of special survey and conversion to oil burning

note: special survey commenced at barcliff in May-June 1948. See barcliff Repr. No. 56137.
Now done for completion of special survey:- vessel examined in drydock.

Fore and after Peak tanks tested with satisfactory results.
Engine Room Deep Tank P.5 - cement box removed from main injection box and bottom plating of this box cropped and part renewed. a few rivets in the shell angle of the injection tube welded. Bulkhead stringers on the forward and after bulkheads found fractured, stringers renewed and increased 3" in width and 8" B.A face bars fitted. Bolts in E.R. tank top replaced by rivets. Deep tank tested on completion of repairs and found satisfactory. Tank also scaled & coated with grease paint. [over]

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		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Parts and	Good	Good	Good	(State if on etc.)	When fitted, Month Year
Caulking of Decks	do	bilge	Good	have	have	Boats	Good
Coamings	do	Cement or asphalt	Good	have	Good	Masts, Yards, &c.	do
Beams & Fastenings	Parts and	Rudder	Good	do	Good	Condition, how ascertained	from deck
Outside Plating	do	Steering gear and its connections	Good	do	do	(State if wedges removed.)	no
" " in way of sidelights	not end	Windlass	Good	do	do	Equipment letter	at
Frames	Good	Have pumps been examined and found efficient?	Yes	do	do	Anchors, No. of	3 B. 15. 1
Reverse Frames	do	Have Sluice Valves been examined and found efficient?	Yes	do	do	Cables (State if now ranged)	Yes
Longitudinals	have	Have Watertight Doors been examined and found efficient?	Yes	do	do	" length 270 fms. mean diamr 2 3/32-5/16	
Transverses	have	Have Ventilators and their Coamings been examined and found efficient?	Yes	do	do	" Rule length 270 fms. size 2 5/16"	
Floors	Parts and	Air and Sounding Pipes	Good	do	do	Chain Locker	Good
Keelsons	do	Doubling Plates under Sounding Pipes	do	do	do	Hawsers & Warps	do
Stringers	do			do	do	Standing and Running Rigging	do
Inner Bottom Plating	do			do	do	Sails	have
Have the Tanks been examined internally?	Yes			do	do		
Have the Tanks been tested?	Yes			do	do		

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 our opinion to remain as now classed and to have the notation S.S. CH.-G.48. with date of drydocking 3.49: also the notations "Fitted for oil fuel 3.49 F.P. above 150° F" subject to stem and stem plating and indented shell plating (P&S) being dealt with at the owners convenience.

Survey Fee (per Section 20)	£	24	10	0	Fees applied for, 19
Special Damage or Repair Fee (if any) (per Sec. 20)	£				Received by me, 19
Travelling Expenses (if chargeable)	£				
Second Surveyor's Fee (if any) licence to use	£				

Committee's Minute suby (M) Character Assigned 3.49 Shl. without spl. Cond. (with endorsement) S.S. CH.-G.48 fitted for oil fuel 3.49 F.P. above 150° F
TUES. 10 MAY 1949
Surveyor to Lloyd's Register of Shipping. W.T. Burns
Lloyd's Register Foundation
CERTIFICATE WRITTEN.

LORD GLADSTONE.

Completion of S.S. (Cont).

Engine room Deep Tank. Starboard:- Cement box removed from shell and 4 defective shell rivets renewed. Bulkhead stringers on fore and after bulkheads found buckled and fractured. Stringers renewed and increased 3" in width and fitted with 8" S.S. fore bars. Tank scales and covers with grease paint and satisfactorily tested on completion of repairs.

Deep tank fore. Port:- Stringer on aft bulkhead found fractured at inboard bracket connection, now fitted with efficient welded member. Tank scales coated with grease paint and tested with satisfactory results.

Deep tank fore star:- scales and covers with grease paint and tested.

Engine room S.B. tank:- now made common with Boiler room tank (see O.F. form) scales and tested. A number of engine holding down bolts hardened up and 19 bolts renewed. 11 rivets in tank top welded. Nos 4, 5 and 8 S.B. tanks scaled and wire brushed. As these tanks will now carry oil fuel they have not been coated.

The above items now complete the special survey commenced in Cardiff.

NOW DONE FOR OIL FUEL CONVERSION

All double bottom tanks cleaned, scaled and brushed out. The Boiler room and Engine room tanks nos 5-6, made common. High cleaning runs of welding fitted to all tank top seams and rivets all up as necessary in way.

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

ANCHORS.

Number of Certificate.	Anchors.*	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.	Tons Cwts. qrs. lbs.	Cwts. qrs. lbs.	Cwts. qrs. lbs.				
4428.	1st Bower	69	2 14	—	53	12 2 0	68	0 0	HINCLEY & CHALLENGER TYPE (CAST STEEL 40)	N. HINCLEY & SONS LD.	LPH. N. 4.3.49. W.V.N.
	2nd ..										
	3rd ..										
	Collective Weight.										
	Steam										
	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.	When and where tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.						
78504	15	2 5/16	96.25	134.75	40	1-0	40	0 0	15	2 5/16	STUD UNIL.	N. HINCLEY & SONS LD.	LPH. CH. 15.2.49. H. PHILLIPS.	
78505	15	2 5/16	96.25	134.75	40	1-20	40	0 0	15	2 5/16	"	"	LPH. CH. 15.2.49. H. PHILLIPS.	
78506	15	2 5/16	96.25	134.75	40	2-12	40	0 0	15	2 5/16	"	"	LPH. CH. 15.2.49. H. PHILLIPS.	
	Iron Stream Chain or Steel Wire...													

"LORD GLADSTONE."

OIL FUEL CONVERSION [CONT].

Heating coils fitted in tanks as per approved plan. Boils tested before and after fitting in ship with satisfactory results. All double bottom tanks tested with satisfactory results. Oil fuel settling tanks erected in tween decks above engine room as per approved plan and satisfactorily tested on completion. Steel bulkheads erected in tween decks forward of settling tanks to isolate these tanks from tween deck cargo spaces. Gutterways fitted in way of settling tanks with drains led to machinery space bilges.

6" deep gutter bars fitted on tank top at fore side of bulkhead no 34 forming forward boundary of deep tunnel side tanks and close ceiling fitted to bulkhead.

Gutterways led to bilges

Former coal cross timbers forward of Boiler room now converted into deep tanks for dry cargo or water ballast as per approved plan. Tanks tested on completion with satisfactory results. Ridge and ballast sections with suitable blank plating arrangements have been fitted. Length of O.T. 25'-10". Capacity 1040 tons S.W.

Copies of the following approved plans now forwarded.

- 1 Oil fuel settling tanks
- 2 Heating coils in double bottom tanks
- 3 Deep water ballast tanks

NOW DONE FOR DOCKING:

Vessel placed in drydock, bottom and under cleaned, examined and recoated. Rudder examined in place. Anchors and cables ranged. She weather decks, tween decks, hold, machinery spaces, tunnel, crew spaces, steering gear, windlass, chain locker, deck and general equipment examined. An Annual headline survey carried out. Report forwarded.

REPAIRS.

Stem frame:- Outer plates found slightly fractured, now bent out and welded.

A few defective shell rivets welded.

A vertical sliding W.T. door now fitted at the forward end of the shaft tunnel controlled from the top of the engine room casing. Door tested mechanically and by hose test and found satisfactory.

The owners have placed a bower anchor and 3 lengths of cable on board. These have been verified with the certificates (for particulars see above).

83 wood hatch covers renewed.

A locking bar and notice plate have been fitted to the manhole cover giving access to the main injection water box on the port side of the engine room as per the Secretary's letter of the 15th Feb, 49, Ref. 'F'.

PER SPECIAL REASONS LIST.

A Power anchor and 45 fathoms of cable have now been supplied.

The special survey has now been completed.

Leakage in the engine room tank top in way of side tank now dealt with and bolts in E.R. tank top replaced by rivets, also S.B. tank top riveting in way of Port machinery space and wing deep tank. The E.R. S.B. tank now tested with satisfactory results.

It is submitted that all the above items be now deleted from the special reasons list.

Nothing done at this time to the stem and stem plating and indented shell plating (P.S.).

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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