

20 APR 1949

No. 106061

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

Date of writing Report

When handed in at Local Office

19 APR 1949

Port of

NEWCASTLE-on-TYNE

No. in  
Reg. Book.

Survey held at

Blyth and North Shields

Date, First Survey

19<sup>th</sup> JAN. 1940

Last Survey

30<sup>th</sup> MARCH

1949

(No. of Visits

23

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

TONNAGE:-

GROSS 7051

UNDER DK. 6572

NET 4868

Built at W. Hantlepool

By whom W. Gray &amp; Co. Ltd.

When 1943

MONTH. 3

Owners Norwood &amp; Co. Ltd.

Owners' Address

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

Managers Ships Finance &amp; Management Co. Ltd.

Port belonging to

London

Surveyed Afloat or in Dry Dock?

Afloat

Name of Dock

Smiths Dock

Destined Voyage

Cell D B or D B a

feet; u E &amp; B

feet; f

feet

total capacity

tons. FPT

tons; APT

tons; MT

25.83 feet 1040 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.

23299

Port

Lymington

(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

11

ft.

ins.

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 Cardiff in May-June 1948. See Cardiff Rpt. 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

was fitted. Bolts in E.R. tank top replaced by rivets. Deep tank tested on completion of

repairs and found satisfactory. Tank also scaled &amp; 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

Decks

Good

Caulking of Decks

do

Coamings

do

Beams &amp; Fastenings

Parts and

do

Outside Plating

do

" " in way of sidelights

hot end

Frames

Good

Reverse Frames

do

Longitudinals

none

Transverses

none

Floors

Parts and

Good

Keelsons

do

Stringers

do

Inner Bottom Plating

do

Have the Tanks been examined internally?

Yes

Have the Tanks been tested?

Yes

Bulkheads

Parts and

Good

Ceiling

Bilge

Good

Cement or Asphalte

Good

Rudder

Good

Steering gear and its connections

Good

Windlass

Good

Have pumps been examined and found effi-

cient?

Yes

Have Sluice Valves been examined and found effi-

cient?

Yes

Have Watertight Doors been examined and found

efficient?

Yes

Have Ventilators and their Coamings been examined

and found efficient?

Yes

Air and Sounding Pipes

Good

Doubling Plates under Sounding Pipes

do

Engine Room Skylights

Good

Coal Bunkers, Openings, Covers, &amp;c.

none

Oil Bunkers

none

Scuppers

Good

Cargo Hatchways

do

Hatches

do

Planking

Caulking

Treennails

Breasthooks &amp; Stemson

Transoms, Pointers &amp; Crutches

Timbers of Frame at openings

" " at other places

Stringers, Clamps &amp; Shelves

Siding

(State if examined.)

Copper, or Y.M.

(State if on tank.)

When fitted, Month

Year

Boats

Good

Masts, Yards, &amp;c.

do

Condition, how ascertained

from deck

(State if wedges removed.)

no

Equipment letter

at

Anchors, No. of

3 B. 15.1

Cables (State if now ranged)

Yes

" length

270 fms

mean diamr

2 3/32 - 5/16

" Rule length

270 fms

size

2 5/16"

Chain Locker

Good

Hawsers &amp; Warps

do

Standing and Running Rigging

do

Sails

none

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 is eligible in our opinion to remain as now classed and to have the notation S.S. CH.-6.48.

with date of drydocking 3.49: also the notations "Fitted for oil fuel 3.49 F.P. above 150° F" subject to item

and stem plating and indent shell plating (P&amp;S) being dealt with at the owners convenience.

Survey Fee (per Section 20)

Conversion to oil fuel

24

10

0

Fees applied for,

19

Special Damage or Repair Fee (if any)

(per Sec. 20)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Licence to use

Committee's Minute

Character Assigned

White Lion

(100) note RB

Received by me,

19

W.T. Burns

Surveyor to Lloyd's Register of Shipping.

TUES. 10 MAY 1949

3.49 Shl. without spl. Cond. -

(with endorsement)

S.S. CH.-6.48

Fitted for oil fuel 3.49 F.P. above 150° F

CERTIFICATE WRITTEN.

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to

004332-004337-0130 2



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 Port:— Stringers on aft bulkhead found fractured at inboard bracket connection, now fitted with efficient welded handles. Tank scales covered with grease paint and tested with satisfactory results.

Deep Tank Forward Starboard:— 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 sealing 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, 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.			
4428.	1st Bower	69	2	14	—	53	12	2	0	HINCKLEY CHALLENGE TYPE (CAST STEEL 45)	N. HINCKLEY & SONS LTD.	L.P.A. 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.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.			
78504	15	2 5/16	36.25	134.75	40 1-0	40 0 0	15	2 5/16	STUD UNIL.	N. HINCKLEY & SONS LTD.	L.P.A. CH. 15.2.49. H. PHILLIPS.
78505	15	2 5/16	36.25	134.75	40 1-20	40 0 0	15	2 5/16	"	"	L.P.A. CH. 15.2.49. H. PHILLIPS.
78506	15	2 5/16	36.25	134.75	40 2-12	40 0 0	15	2 5/16	"	"	L.P.A. 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. Anchor and cables ranged. The weather decks, tween decks, holdas, machinery spaces, tunnel, crew spaces, steering gear, windlass, chain locker, deck and general equipment examined. An Annual Roadline 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. don now fitted at the forward end of the shaft tunnel controlled from the top of the engine room casing. Don tested mechanically and by hoist 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 July 1939 Ref. 'F'.

PER SPECIAL REASONS LIST.

A bower 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.).