

Rpt. 8.

(Received at London Office)

13 JAN 1947

No. 14313

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7th Jan 1947 When handed in at Local Office 9th Jan 1947 Port of BelfastNo. in Reg. Book. Survey held at Belfast Date, First Survey 12th August Last Survey 30 Dec 1946

70342 on the Wood, Iron or Steel Tmk Sc "CAPETOWN CASTLE" (No. of Visits 38)

TONNAGE: Built at Belfast By whom Harland Wolff Ltd When 1938 4

GROSS 27002 Owners Union Castle Mail S.S. Co Ltd Owners' Address

UNDER DK. 19715 Managers (If not already recorded in Appendix to Register Book).

NET 16459 Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Thompsons Destined Voyage

Bell DBor DBa feet; uE & B feet; f feet

al 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.

ast Report, No. 18722 Port Son

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.

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

Not required

Was a damage report made by anyone else? if so, by whom? No

Society's Freeboard (if assigned) as 18 ft. 3 ins. painted on Ship and now verified

PAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey, damage repairs, and reconditioning

+ alterations to No. 1 double bottom tank top.

Now done:— Special Survey. The vessel placed in dry dock Bottom and rudder cleaned

examined and recoated. Rudder lifted + hushed (one pintle renewed) and refitted

The holds, peaks, tween decks and the machinery spaces examined. Insulation sections and ceiling removed as required by the rules and steelwork in way found satisfactory Insulation + ceiling afterwards replaced or renewed as necessary.

All double bottoms, peak and deep tanks examined internally and tested to rule requirements w/t doors, air and sounding pipes, s/vs, of scuppers + sanitary discharges examined + found or placed in good order Hatch tarpaulins, cleats, battens + other hatch securing fittings found good Decks, masts, rigging (Rpt herewith), windlass, steering gear + connections, hatches

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	4	5						WING BULKHEAD PLATES 5 PART RENEWED
Removed and Fair'd or Repaired								" " " FAIR'D 3 IN PLACE
Fair'd or Repaired in place ...	2							BULKHEAD PLATES 4 RENEWED
								BEAM BRACKETS 4 " 1 FAIR'D
								1 DEEP TANK TESTED
								FORE PEAK " " AND OTHER MINOR ITEMS

ESSENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M.
ks	Good	Good	(State if on Pelt.)
king of Decks	"	Good	When fitted, Month Year
mings	"	Good	Boats
ms & Fastenings	"	Good	Masts, Yards, &c.
side Plating	"	Good	Condition, how ascertained by exam
" in way of sidelights	"	Good	(State if wedges removed.)
mes	Good	Good	Equipment letter
erse Frames	"	Good	Anchors, No. of
gtitudinals	✓	Good	Cables (State if now ranged)
nsverses	✓	Good	" length 330' mean diamr.
rs	Good	Good	" (on board.)
lsons	"	Good	" Rule length 330' size 3'
ngers	"	Good	Chain Locker
r Bottom Plating	"	Good	Hawsers & Warps
e the Tanks been examined internally? YES	Yes	Good	Standing and Running Rigging
e the Tanks been tested? YES	Yes	Good	Sails

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."

The requirements for Special Survey having been complied with this vessel is now in good and efficient condition and eligible in my opinion, to remain as classed with fresh record of survey 12-46 and the Notation S.S. Bel 12-46 subject to indented shell plating p/s being dealt with at the Owners convenience.

Survey Fee (per Section 29)	£ 52 : 10 : -	Fees applied for,
Alteration	10 : 10 : -	" 11 1947
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 6 : 6 : -	Received by me,
Travelling Expenses (if chargeable)	£ : : -	19
Second Surveyor's Fee (if any)	£ : : -	

Committee's Minute

Character Assigned

WED. 12 FEB 1947

CERTIFICATE WRITTEN

12,46 Bel subject
S.S. Bel - 12,46 + LMC CS 12,46
Bel S. 11,46

Surveyor to Lloyd's Register of Shipping.

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015348-015354-003214

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Special Survey ^{cont}:- hatchways, webs + stiffeners, ventilators + their coverings and other deck openings, casings and the general equipment examined. Fire peak pump tried. Cables ranged + examined with anchors. Chain locker examined. Plating in way of sidelights examined. Freeboard markings verified + recut.

Wear + tear repairs:- Chain locker. Two stiffeners to divisional for bulkhead removed, faired + refitted.

Square sidelights at shell plating in accommodation:- Small fractures at corners in shell plating, six on port side + five on star side V'd out and welded.

Steering gear + windlass opened up overhauled + tried under working conditions and found satisfactory.

Wood hatches:- twelve renewed.

Rudder gudgeon re-bored new sleeve fitted and puntle renewed.

A number of cargo battens + cleats renewed in Nos 1 + 2 holds.

Ship side gangway doors + W/T doors placed in good order.

Other minor items dealt with.

Alterations to No 1 tank top plating:- See also New York Rpt 44618.

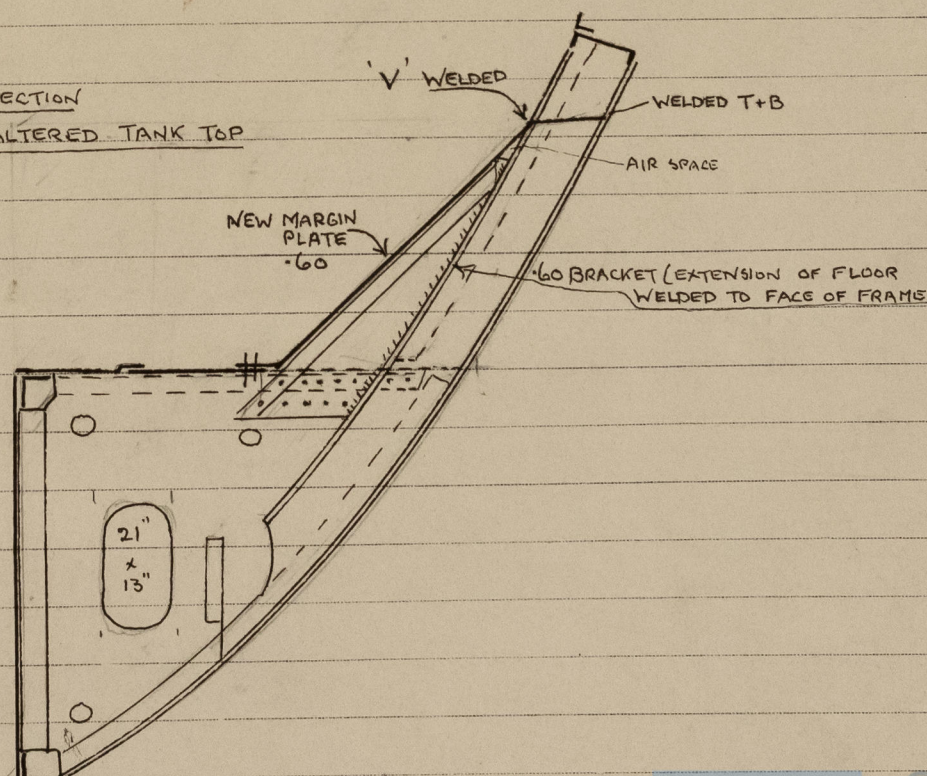
Three main frames of this tank viz 106 F on port side + 104 F + 106 F on star side found fractured $\frac{1}{4}$ " below the horizontal margin plating now V'd out + welded. (Fractures ran across inboard flange + 3" into web of main frame.)

On the Owner's initiative the following alterations effected in way of horizontal margin plating. The horizontal margin plating (port + star sides) dispensed with from collision bulkhead to fore end of No 1 bilge and new sloping margin plating fitted from collision bulkhead to fore end of bilge, the top of margin at collision bulkhead being taken up to 12'-6" approx above baseline + at the fore end of bilge to approx 10'. Each floor pos extended to suit by fitted brackets on top of floor.

To effect this repair it was found necessary to renew the forward middle line tank top plate and to dispense with the frame face brackets fitted in Jan '44. See New York Rpt No 44618.

TYPICAL SECTION

SHOWING ALTERED TANK TOP



The No 1 double bottom tank tested after repairs to rule pressure and found satisfactory. The alterations are similar to those shown on plan approved 28-8-46 for Messrs Harland + Wolff's Nos 1332-3 now building at Belfast.

Cape Town Castle

Reconditioning - The remainder of the Admiralty & Sea Transport fittings removed including gun base plates & stiffening, boatcraft & skids, plastic armour and degreasing gear, standees, fittings in troop store rooms galleys, washplaces & mess rooms & in sleeping quarters, all removed with the additional fan motors & ventilating trunking etc and the vessel restored as originally designed for the carriage of passengers and cargo

Sanitary discharges & valves overhauled

The two Booby hatch companionways on N° 2 hatchway removed and tarpaulins repaired and proper battening arrangements restored Vents through hatchway removed & wood hatches renewed

Six 14" vents N° 6 hatch removed & hatches in way renewed

Vents through N° 7 hatch steel w/t cover dispensed with & holes plated over See Liverpool Rpt 119105

Rubberoid & parquet blocks on flooring restored

A number of sheathing planks includ' planking under gun bases renewed in part or in whole. Sidelight glasses and deadlights placed in good order

All side doors in shell plating & w/t doors in bulkheads overhauled

1st Class drawing room after bulkhead; - service hatch removed & bulkhead made good 'C' deck vestibule Three doors in bulkhead removed and bulkhead restored

Cabin Smoke Room. Cinema projection hole plated over

Vegetable preparation room Spigot patch fitted in shell plate

Cabin dining saloon: two doorways & one doorway to sitting room filled in Accommodation, public rooms and lavatories etc restored to Owners requirements

Insulation plugs in insulated spaces repaired as necessary & many other minor items dealt with

Damage repairs See Liverpool Rpts N° 119105 & 121188

- ① after damage stated sustained when tug 'Ludwig Wanner' struck the vessel in Cape Town Harbour 24/6/40 :- Small indented in shell aft, fwd 132-136, star side, not dealt with. The screen bulkhead ring plate & one beam bracket in way in Elec Store fained in place.
- ② after damage stated sustained by collision with s/s Strinda in Firth of Clyde 5-10-40 The indented ships side superstructure plat' etc abaft bridge front and midship plating in way 3rd & 4th strakes below main sheer. The indented port side shell plat' examined found efficient & not dealt with except one superstructure shell plate fained in place in way of cabin 30 & sidelight frame in way fained & refitted One screen bulkhead ring plate and frame in way of above cropped and part renewed
- ③ after damage stated caused by heavy weather on various dates in 1940-1 Lw Rpt 119105 The fore-castle bulwark plating port & star sides renewed complete for approx 55^{ft} each side Two fore-castle sheerstrake plates p 15 cropped & part renewed Port side forward accom ladder renewed complete with fittings Teak wood rail 36^{ft} approx on 'D' deck forward renewed long gallery windows placed in good order
- ④ after damage stated caused by collision with H.M. Destroyer at Liverpool 24/11/40

"Capetown Castle"

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Damage repair ④ in way of 1" class glass room. The indented shell plates K14 L14 indented but not dealt with, same remain efficient. K13 locally faired + using bulkhead plating in way one plate cropped + part renewed + one faired in place. ⑤ after damage stated caused by striking Quay wall at King George V dock at Glasgow 11-1-41.

The stem plate examined + small fracture welded.

⑥ after damage stated caused by vessel striking Knuckle leaving Blackstone Dock Liverpool 9-2-44.

One shell plate in way of linen room on star side indented not dealt with but found efficient. Three main frames in way cropped + part renewed + welded at butts. Four beam brackets renewed. One bulkhead ring plate cropped + part renewed + rivetting in vicinity made good. One ^{ring} bulkhead plate in recreation room cropped + part renewed and shell plate in way of sidelight blanked off.

⑦ after damage stated caused when vessel struck pontoon at Liverpool 19/10/41.

Insulation removed in cargo space in way of frame 64, forward port side + rivetting + caulking of locally indented shell plate (not dealt with) found in good order. Insulation replaced.

⑧ after damage cause not stated. See Liverpool Rpt 119105.

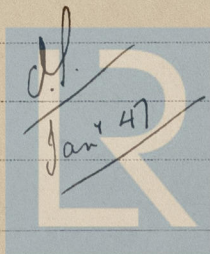
Shell plates K11 L11 star side examined found efficient + not dealt with. The ring bulkhead (top plate) + frame in way at forward bulkhead of N°2 deep oil bunker cropped + part renewed. Bulkhead plate in strake below faired in place. Oil bunker tested after repairs + found in order.

Shell plates E12 F13 from aft on port side. See Liverpool Rpt N° 121188 examined and found efficient.

Except as stated in the damages enumerated above, the indented shell plating ^{pro} (referred to in Liverpool Rpts 119105 + 121188) has not been dealt with but the vessel's efficiency remains unimpaired. The Owners wish to defer repairs until convenient to them, in my opinion, merits the favourable consideration of the Committee.

Other 5 R list items ① See Liverpool Rpts 18619 + 18616. The stringer brackets 3 port side, 3 star at fore end N°1 hold now dispensed with and collision bulkhead + shell plate (H3 p.s.) welding examined + found a placed in good order. Fore peak tank tested and all found satisfactory.

② Anchors + Cables see Liverpool Rpts 18619 + 18511. (a) The spare bower anchor previously loaned to 'Carnarvon Castle' now returned to ship. Same verified with Certificate. (b) The chain cables ranged + examined and vessel found to have her full amount (330 fthms). The marks exam' as far as practicable + found in agreement with certificate. It was stated that, through an oversight, the whole of the cables were not ranged when the vessel was last dry docked in Southampton.



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