

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 7.6.39 When handed in at Local Office 7.6.39 Port of Belfast
 No. in Reg. Book. Survey held at Belfast Date, First Survey 30 Jan. 1939 Last Survey 27 May 1939
 (No. of Visits 39)

18495 on the Wood, Iron or Steel Irish S.C. LANDAFF CASTLE (P)
 TONNAGE:— Built at Belfast By whom Workman, Clark & Co. Ltd. When 1926 YEAR. MONTH. 12
 GROSS 10799 Owners Union Castle Mail S.S. Co. Ltd. Owners' Address
 UNDER DECK 9086 Managers Port belonging to London
 NET 6538

Surveyed Afloat or in Dry Dock? Both Name of Dock Thompson Destined Voyage
 WB=CeMdBorDBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 106,204 Port Home

Surveys, when held, must be reported in detail and scribatim in the terms of the Rules and items remaining to be reported. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of the damage. 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 stated 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 received in this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report and to whom and why they were declined

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., in any).
+100 A1 with freeboard 7.38 SS. Jan N°2-35		+LMC 9.34 BS 5.38 TS. CL. P3.37 S. 2.38

Society's Freeboard (if assigned) as painted on Ship and now verified } 15 ft. 6 ins.

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

OR EXAMINATION AS PER RULE, FOR Special Survey N°3, and conversion from Coal
oil fuel burning.

done:— Vessel placed in dry dock, bottom and rudder cleaned and painted, and recoated on completion of repairs. Cables ranged and painted. Holds, tween decks, peaks, chain locker, bunkers and engine and boiler spaces examined, ceiling lifted as required and insulation and panelling removed as necessary. Plating under sidelights examined. Double bottom tanks, fore and after peak tanks examined internally and tested as per rule. Decks, including wood sheathing, casings, coamings, hatch covers and supports, battering arrangements, steering gear and connections, windlass, anchors and equipment, ventilators, air and sounding

DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
... ..	2 (1st)	3	2 (1st)			1		As per report.
... ..	3	1	3					
... ..		2	1	20				

CONDITION OF THE

Good	State if Tanks have been examined inside	Yes	Air and Sounding Pipes	Good	Copper, or Y.M. of Wood Vessels	—
do	State if Tanks now tested	Yes	Dblg. Plates under Sounding Pipes	do	(State if on Fell.)	—
do	Bulkheads	Good	Engine Room Skylights	do	When put on, Month	Year
do	Ceiling	do	Coal Bunkers, Open'gs, Lids, &c.	do	Boats	Good
do	Cement or Asphalt	do	Oil Bunkers	do	Masts, Yards, &c.	do
do	(State which.)	do	Scuppers	do	Condition, how ascertained	Exam't aloft
do	Rudder	do	Cargo Hatchways	do	(State if wedges removed)	None
do	Steering gear and its connections	do	Hatches	do	Sails	—
do	Windlass	do	Planking of Wood Vessels	do	Equipment letter	—
do	Have pumps now been examined and found efficient?	Yes	Caulking	ditto	Anchors, No. of	3 B 15
do	Have Sluice Valves now been examined and found efficient?	Yes	Treenails	ditto	Chain Locker	Good
do	Have Watertight Doors now been examined and found efficient?	Yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	Yes
do	Have Ventilators and their Coamings been examined and found efficient?	Yes	Transoms Pointers, & Crutches	ditto	„ length (on board)	300 mean diam. 2 1/8
do			Timbers of Frame at openings	ditto	„ Rule length	300 line size 2 1/8
do			Ditto Ditto at other places	ditto	Hawser & Warps	Complete—good
do			Stringers, Clamps & Sheffs	ditto	Standing and Running Rigging	Efficient
do			Salting	ditto		
do			(State if examined.)			

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 survey, thus, for example:—“to remain as now classed in the Register Book without fresh record of Survey,” “to remain as classed and to have record of 1,24,” or “to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.”

The vessel is eligible, in my opinion, to remain as now classed in the Register Book, with fresh record of Survey Bel 5.39, and to have notations of S.S. Bel. N°3-5.39 and

“Fitted for O.F. (F.P. above 150°F) 5.39,” Subject to the foremast shrouds being renewed on her arrival in London from this port, and to damaged shell plates on port and starboard sides, damage to

Survey Fee (per Section 29) £ 25 : 0 : 0

Special Damage or Repair Fee (if any) £ 7 : 7 : 0

Inclusive fee (H.M.) for Conversion to O.F. burning £ 105 : 0 : 0

Second Surveyor's Fee (if any) £

Fees applied for,

£2. 6. 1939

Received by me,

£105. 10. 1939

£22. 7. 10 4/1/39

sheerstroke abreast N°1 hatch port side, and damage to bottom shell plates being repaired at Owners' convenience.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

See Jan. Rpt. 107478

Lloyd's Register

12193-0069114

Twin Sc. LANDAFF CASTLE

(2)

pipes, watertight doors, masts and rigging (see report attached) examined. Bilge pumping arrangements tried. Treboards reinforced and new certificates issued (N.B. Not considered necessary to drill shell plating) Conversion from Coal to Oil Fuel burning.

Oil fuel bunkers constructed in accordance with the plans approved by the Committee. In addition, double bottom tanks N^o 3 and 5 have been fitted for the storage of Oil Fuel and N^o 4 tank for the carriage of waterballast, cofferdams being arranged by making N^o 72 and 115 oiltight. Pumping, air and overflow arrangements fitted as approved, and in conformity with the Rules. Steam heating coils fitted in all O.F. bunkers and O.F. double bottom tanks and tested to Rule requirements.

The refrigerating machinery has been re-installed in the upper tween decks, and a galley coal bunker arranged in these tween decks on the starboard side. All coaling ports with the exception of the 3rd and 4th from aft ^{for galley bunker} on the starboard side permanently closed by electric welding.

Oil Filling Station doors, 5'6" x 2'2" starboard between frames 76 and 77, and 2'3" x 2'2" port between frames 69 and 70, fitted in the upper tween decks. The doors are of steel, hinged and of substantial construction, with efficient means of closing and making watertight. Suitable compensation fitted in way of shell openings. Doors tested by hose and found satisfactory.

Fresh water tank fitted between tunnels in N^o 3 hold, in accordance with the plan approved by the Committee.

Ash ejectors and their sea inlets, port and starboard, removed, and the openings in shell and tank top permanently closed with efficiently welded spigot plates and doublers.

Oil Fuel bunkers and F.W. tanks between tunnels tested under waterpressure as per rule or as approved, and found satisfactory. Sounding of the O.F. compartments is by pneumatic gauge, and these have been examined and tested. Oil Fuel air and overflow system tested under waterpressure with satisfactory results.

Wear & Tear Repairs:

Chafed edges of stem plates at fore-foot cut away between rows of stem rivets, and flat plates fitted, riveted through stem bar, and electrically welded to stem plates. Butt strap between N^o 2 & 3 keel plates from aft renewed. A number of keel overlaps built up between rivets where scored or scrubbed and riveting of same overhauled & made good. A few eroded patches on keel plates built up by electric welding.

Main deck plating in way of forward oil fuel bunkers (old reserve bunker) renewed from side to side including stringer plates.

Beams in way of original trimming hatches reinforced with reverse

Swan Sc. LLANDAFF CASTLE

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angles where wasted. 5 frames each side, main to upper decks, renewed, and reverse bars fitted to 8 frames on Starboard side and 4 frames on port side. Wing plates port and starboard of Bulkhead N° 98, main to upper deck, renewed together with stiffeners in way. Main deck in way of after O.F. bunkers (over original refrigerating machinery space) 3 plates renewed. 2 doubling plates fitted to tank top in way of after O.F. bunkers and 1 in way of forward bunkers. 5 bottom stiffener brackets on T2 bulkhead renewed. Port side abreast forward boilers 3 frames cropped and part renewed & 4 frames fitted with face plates.

Double bottom and peak tanks scaled as necessary.

A number of wood hatch covers renewed. Wood sheathing of weather decks part re-caulked and painted.

A number of minor wear and tear repairs satisfactorily effected.

Note: The fore-rigging was not renewed at this time. The Owners representative stated that the foremast shrouds would be renewed on the vessels arrival in London, whence she was proceeding from this port, and a letter was sent on the 30th May advising the Secretary.

Special Reasons List:

London Report N° 106204. Shell plates, starboard side, F18 & 19, G19 removed, faired and refitted. Frames N° 93, 94, 96 cropped & part renewed. Frame 95 cropped & part removed faired & refitted. Frames 92 & 97 faired in place. Reverse bars on frame 93 part renewed, on frames 94, 95, 96 part removed faired and refitted, and on frame 97 faired in place. Two wing plates of bulkhead N° 98 renewed and shell angles part removed faired and refitted. Bulkhead N° 92 renewed with oil fuel bunkers.

London Report N° 104228. Keel plate N° 2 renewed, N° 3 cropped and part renewed. Centre girder in way cropped and lower portion renewed together with bottom angles. The Owners representative stated that it was not their wish to deal with the remaining bottom shell plates at this time. The set up is not considerable, and in my opinion the plating is efficient. In N° 2 double bottom tanks 5 floors starboard and 6 floors port, found slightly buckled, were faired in place and stiffened with vertical angles. In N° 5 double bottom tanks 4 floors port and starboard, and in N° 7 tank one floor starboard were similarly faired in place and stiffened. The riveting of all tank end bottom angles was overhauled & renewed as necessary, and the caulking made good. The Owners proposal to defer repair of the shell plating to a more convenient opportunity is submitted for favourable consideration.

London Report N° 96164. Nothing was done at this time.

Swire & Co. LLANDAFF CASTLE

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undented sheerstrake plate, port side, abreast N°1 Hatch or to frames in way. The riveting and caulking were specially examined and found efficient. Port Natal Report N° 1941: Tank top, N°2 hold, plate renewed, one floor top bar cropped and part renewed.

London Report N° 92070: Nothing was done at this time to repair the shell plating in K stake starboard side. Riveting and caulking specially examined, overhauled and made efficient. K B 91 framing

London Report N° 102466: The ash ejectors now having been removed, the cause of the erosion of the doubling plates in way has been deleted. The doublings and the bottom shell plating in way were carefully examined, and the riveting overhauled and renewed as necessary. In my opinion, record of these may now be omitted from the Special Reasons List.

London Report N° 105514: The damaged shell plating and frames were not dealt with at this time. (port side of N°3 Hold). The cement boxes were removed, the shell in way hose tested, and the riveting and caulking overhauled and made good. In my opinion the Owners proposal to defer repairs to a more convenient opportunity, merits favourable consideration.

Note: The vessel having been remeasured by the Board of Trade, amended particulars of Tonnage are given at the head of this report. As a result of the alterations to the double bottom tanks, the capacities, as obtained from the amended capacity plan, are as follow:

Tanks.	Tons	Tons
After Peak		128 ✓
Fore Peak.		118 ✓
Double bottom aft, frames 19-58 ✓	107	259 ✓
" " under engines, frames 58-71 ✓	169 tons boiler feed water ✓	
" " boilers, " 72-98 ✓	71	365 ✓
" " forward, frames 98-115, 116-172 ✓	140	637 ✓
Fresh water tanks between tunnels, frames 35-48 ✓	149 on plan	99 ✓

Note: Cofferdams in D.B. 71-72 and 115-116 frames.

Seven plans herewith.

J.H.

Cell D B 405 1430 T.
Tank between tunnels

259
365
637
1261