

REPORT OF SURVEY FOR REPAIRS, &c.

HULL

Date of writing Report 19... When handed in at Local Office 26 MAR 1940 Port of HULL
No. in Survey held at HULL Date, First Survey 14. 2. 40. Last Survey 14. 3. 1940.
Reg. Book. 28786 on the Wood, Iron or Steel LULONGA (No. of Visits 19)

TONNAGE: Built at Sunderland By whom J. Crown & Sons Ltd When 1907 6
GROSS 821 Owners Nook. S.S. Co Ltd
UNDER DECK 584 Managers Goble & Hull Siam Towing Co. Ltd Port belonging to G. King
NET 414

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Union Dry Dock Destined Voyage
Cell D B or D B a feet; u E & B feet; f feet
total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records of tanks should be inserted.
N.B.—All alterations in the existing records should be underlined.

Last Report, No. 50226 Port Hull

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 offered to Owners.

Owner's representative stated. Not required.

Was a damage report made by anyone else? If so, by whom? Yes. Underwriters Surveyors.

PAIRS, OR EXAMINATION AS PER RULE, FOR Damage & S.S. 3rd No. 2.

main damage alleged to have been caused by collision with H.M.S. "CAIRO" on February 3rd 1940 about 6 p.m. in the Roads Lower River Humber. 'Lulonga' being at anchor at the time, on outward passage from Hull laden with coal. 'Lulonga' was immediately beached whilst crew effected temporary repairs. Vessel refloated & sailed to Alexandria Dock Hull on February 11th 1940. Cargo discharged & vessel dry docked on February 14th 1940.

secondary damage alleged to have been caused by collision with United Towing Company's "Superman" King George Dock Hull on October 28th 1939. Tug moored at time & 'Lulonga' proceeding to sea.

Work Done - Damage - Vessel placed in Dry Dock. Bottom cleaned & examined, found & made good & recoated.

decks lifted, cleaned, examined, together with plating, found in good order & recoated. Liner boards, tank top ceiling, etc.

held for examination throughout, bilges, tank tops cleaned & recoated. D.B. Tanks, fore & after peaks & spaces above.

and examined internally, damage & cement made good, cement washed, tested. Anchors & cables ranged, chain lockers, examined & recoated.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams. HALF"	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	8	14	-	-	8	-	3	2 top beam brackets & 8 beam knees.
Removed and Faired or Repaired	1	-	-	-	-	-	-	4 Bulwark & inch iron & lug steamed.
Faired or Repaired in place	4	4	-	4	-	-	-	1 Bulwark plate renewed.

SENT CONDITION OF THE

Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.
King of Decks	Ceiling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt)
ings	Cement	"	Oil Bunkers	Good	When fitted, Month Year
as & Fastenings	Rudder	"	Scuppers	"	Boats
ide Plating	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.
" in way of sidelights	Windlass	"	Hatches	"	Condition, how ascertained
Have pumps been examined and found efficient?	Have Sluice Valves been examined and found efficient?	Yes	Planking	"	(State if wedges removed)
Have Watertight Doors been examined and found efficient?	Have Ventilators and their Coamings been examined and found efficient?	Yes	Caulking	"	Equipment letter
Have the Tanks been examined internally?	Air and Sounding Pipes	Good	Treenails	"	Anchors, No. of
Have the Tanks been tested?	Doubling Plates under Sounding Pipes	"	Breasthooks & Stemson	"	Cables (State if now ranged)
			Transoms, Pointers & Crutches	"	" length 210 mean diamr 1 7/8
			Timbers of Frame at openings	"	" (on board)
			" at other places	"	" Rule length 210 size 1 5/16
			Stringers, Clamps & Shelves	"	Chain Locker
			Siding	"	Hawsers & Warps
			(State if examined.)	"	Standing and Running Rigging
				"	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."

This vessel is now in an efficient condition, & eligible, in our opinion, to remain as classed, with fresh record of Survey 3/40 and notation of S.S. Hull 3rd No. 2-40 Subject to the Foremast wood topmast being renewed by June 1940, and to outstanding damage repairs being completed at first available opportunity.

Survey Fee (per Section 29)	£ 18 : 15 : -	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 21 - : -	1940
Travelling Expenses (if chargeable)	£ : : -	Received by me,
Second Surveyor's Fee (if any)	£ : : -	19

Committee's Minute

Character Assigned

FRI 12 APR 1940

100% Subject
Cargo battens not fitted
S.S. No. 2-40
+ L.M.C. 3.40

CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.

H. C. J. J. J.

© 2021

Lloyd's Register
Founded 1800 (13)

Lv Longa

Main Damage - how done - Starboard side. Shell plating removed from fore!

Main Sheer Strake No 5 plate removed, faired & riveted

" 6 " renewed

" 7 " released & faired in place

2 inside doubling plates in way of above, cropped & renewed in one plate

1st Below Sheer " No 5 & 6 renewed

2nd " " " " 5 & 6 "

" 7 released & faired in place

3rd " " " " No 4 " " " "

No 5 renewed

" 6 released & faired in place

Rolling chock bulk plate & shell tie bars removed for two lengths, faired & refixed.

Main Deck

No 2. Bulwark plate from Bridge front renewed

" 4 " Stanchions & lugs renewed

1 aft most deck stringer plate renewed

2 S. Strake " plates "

2 Hatch corner doubling plates "

Gunwale bar & hatch foundation bars in way renewed

No 2 Hold

Frames 10-23 inclusive renewed

Deck margin brackets, top angles, & margin lugs 12, 13, 14, 15 renewed

upper & lower side stringer plates, angles, shell & tie back lugs "

3 keel beam brackets & 3 beam knees "

8 half deck beams "

Bottom Butts, beams & rivets in way of damage, overhauled & recaulked as necessary

@ this minor repairs effected, as detailed on continuation sheet No. 2.

Secondary Damage - Now Done - Starboard side -

No 5 plate from aft in the 2nd Strake below main sheer renewed.

2 half round bendings in way of above, cropped & part renewed. Butts E. W.

Bunker bulkhead wing plate & frame. Two frames forward of bulkhead were released, faired in place & riveted, together with brackets to bulkhead.

N.B. The following recommendations were made with regard to the remainder of the damage, the repairs to which were deferred for the time being owing to the exigencies of the present war time conditions. The vessel however is considered to be in an efficient condition in the meantime. It is recommended that repairs be carried out at first available opportunity.

Starboard Side. No 5 plate in the 1st Strake below the main sheer to be cut off, furnace, fair & rivet

The lower edge of the main sheer Strake to be heat & fair in place in way of above

One frame aft the bunker bulkhead to be heat & fair in place

The upper & lower side stringers etc., release as necessary for access, heat, fair & rivet

Starboard Quarter. The aftmost plate in the quarter deck sheer Strake to be drilled & drawn fair in place, & same plate & plate immediately below same to be released on landing, heated, faired & riveted.

LULONGA

Now Done - main Damage - Bottom. Butts, seams, rivets, generally, & in way of damaged shell plating made good. Cables & anchors ranged, examined, found or placed in good condition. Chain lockers, cleaned & examined. Steering engine opened out, new timer fitted to piston/valve chest, and all placed in good condition. Windlass, opened up, found or placed in good condition. Steering chains annealed & all running gear for same found or placed in good condition. Other minor repairs effected.

S.S. 3rd No. 2.

Now Done. Vessel in dry dock, bottom & rudder, cleaned & examined, found in good order and afterwards recoated. A number of defective sheer rivets renewed. Holds, decks, engine & boiler spaces, trunks, fore & after peak tanks internally & spaces over, chain locker, all double bottom tanks internally together with tank top plating, shell plating under side light's, hatchways, covers, supports, tarpaulins, chutes, battering arrangements, ventilators, coamings, air & sounding pipes and their closing appliances, masts, & rigging, (see attached report), steering gear & connections, windlass, cables ranged together with anchors & general equipment, all examined & found or placed in good order. Woodwork removed as required & steelwork sealed & recoated as necessary. All double bottom tanks & the fore & after peak tanks cleaned internally, recoated, & hydraulically tested. Freeboard marks verified from Load Line Certificate. Pumps m.p.1.

Repairs effected:-Owner's aft

Sheer - 2nd belowdecks No 10 plate renewed

Decks 3 plate between aft end of No 2 Hatch & R.Q.D. pmt doubled

P.Side No 1 stringer plate

S.Side No 1 " "

No 1 'B's' strake " adjoining hatch end

" } abaft B's' space R.Q.D

No. 1. Hold. P.S Hatch sides renewed & beam slides

P.Side centre side stringer part renewed

S.Side No. 6. frame from aft fitted with reverse bar

No. 2. Hold P.Side After frame fitted with reverse bar

S.Side No. 3 " from aft " " " "

No. 3. Hold P.Side Top & bottom stringer angles renewed throughout & one new stringer bracket

S.Side Frames 5-10 inclusive fitted with reverse bars

Top & bottom stringer angles renewed throughout

D.B. Tanks Tank end between No 2 & 3 Tanks doubled in sloped side when tested below rule requirements

No. 3. Tank floors 5-7 inclusive P.Side & centre fitted with vertical angle stiffeners in way of lightening holes.

Bridge 2 Plates in bridge pmt superstructure renewed

Holday Top. 4 new casing top plates, & grating & angles part renewed. S. 1st corner L.R.S. K/light fitted with flanged plate

Thwartship Bulkhead. 5 vertical stiffeners renewed fore W.T. Bulkhead

3 " " aft section bulkhead & some part renewed

Mast & Rigging. Repairs effected as per attached report with the exception of the foremast wood topmast.

main mast doubled at foot

Other minor repairs effected.

N.B. The topmast mentioned above is considered efficient in the meantime, & owners state this will be renewed in the course of the next few weeks.