

22 APR 1933

No. 18759

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 27th April 1933

When handed in at Local Office 20-4 1933

Port of Antwerp

No. in  
Reg. Book.

Survey held at Antwerp

Date, First Survey 3rd March

Last Survey 4th April 1933

66-150 on the Wood, Iron or Steel W.C. 1/2 "LAPLAND"

(No. of Visits 22)

## TONNAGE:-

GROSS 18,866

UNDER DE 14,979

NET 11,394

Built at Belfast

Owners F. Seyland &amp; Co. Ltd.

Managers

By whom Garland &amp; Wolff

YEAR. MONTH.

When 1908

Owners' Address

(if not already recorded in Appendix to Register Book)

Port belonging to Liverpool

Surveyed Afloat or in Dry Dock? Both

Name of Dock City D.D. W.7.

Destined Voyage Cruising

WB=CellDBorDBa

Capacity tons. FPT tons; APT tons; MT tons; feet; f feet; f feet

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

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 17985 Port Ant

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs 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 *yes, not required*.

Was a damage report made by anyone else? If so, by whom? M<sup>r</sup> Fotheringham.

AIRS, OR EXAMINATION AS PER RULE, FOR

Damage and Part 2<sup>nd</sup> 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> 7<sup>th</sup> 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup> 11<sup>th</sup> 12<sup>th</sup> 13<sup>th</sup> 14<sup>th</sup> 15<sup>th</sup> 16<sup>th</sup> 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> 21<sup>st</sup> 22<sup>nd</sup> 23<sup>rd</sup> 24<sup>th</sup> 25<sup>th</sup> 26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> 31<sup>st</sup> 32<sup>nd</sup> 33<sup>rd</sup> 34<sup>th</sup> 35<sup>th</sup> 36<sup>th</sup> 37<sup>th</sup> 38<sup>th</sup> 39<sup>th</sup> 40<sup>th</sup> 41<sup>st</sup> 42<sup>nd</sup> 43<sup>rd</sup> 44<sup>th</sup> 45<sup>th</sup> 46<sup>th</sup> 47<sup>th</sup> 48<sup>th</sup> 49<sup>th</sup> 50<sup>th</sup> 51<sup>st</sup> 52<sup>nd</sup> 53<sup>rd</sup> 54<sup>th</sup> 55<sup>th</sup> 56<sup>th</sup> 57<sup>th</sup> 58<sup>th</sup> 59<sup>th</sup> 60<sup>th</sup> 61<sup>st</sup> 62<sup>nd</sup> 63<sup>rd</sup> 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Now done for Special Survey.

No. 1 lower bunker, No. 2 lower bunker, No. 3 lower bunker (except center division), Admitted, all ceiling removed. No. 4 lower bunker examined above bly.

N<sup>o</sup> 3 Lower hold examined, all ceiling lifted.

Ally double bottom Tanks examined internally

Double bottom tanks tested in No 3 Hold, in No 1, No 2, & No 3 (except centre) lower bunkers, in

Boiler rooms and Engine room, and in the shaft tunnels.

Fore and After peak examined internally and tested with the exception of the Fore Peak bulkhead in No 1 Hold.

W1, 2, 3, 4 domestic tanks (between tunnels) and W5 & 6 domestic tanks at ends of tunnels, examined intensively, and W1 & 2 domestic tanks tested.

All holds and bunkers & cargo decks examined, lining on ship sides removed as necessary and plating under sidelights examined.

Machinery spaces, spaces under Engine & Boilers, spaces above Fore Boat and After Boat. F deck spaces, accommodation spaces above Shelter Deck. Chain locker, tunnel well examined.

All decks examined, livings and biling on decks removed as found necessary, and  
decks drilled as necessary. Anchors, hawsers, boats, windlass, <sup>st.d.</sup> steering gear,  
hatchways & ventilator coverings, pumps, watertight doors examined.

Refrigerating space examined, simulation on shipwrecks and decks removed to examine the condition of steel work.

Cables ranged and examined.

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 teste and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower													If Patent state name of Patentee.		
	2nd "															
	3rd "															
	Collective Weight.															
	Stream															
	Kedge															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

Platitudes examined in position.

*Trebrant nersid.*

Nails supports, *Tarpanulus batens*, skate & ventrator cores examined.

Masts & rigging fully examined.

W. & I. repairs. now done. 10% tower breaker H<sup>d</sup> side. Forward ~~main~~ bulkhead doubled locally above hlg.

no 2. lower bracket. - One big bracket removed ft side: st side. one frame fitted with back bar above hinge

No 3 lower bracket. One bracket top bar fixed 2 1/2" wide removed & extended on frame up to lower stringer.

Double bottom tanks sealed and vented as recommended.

Deck plates. 7 deck plates in Crew's quarters on G Deck (Upper Deck) found, removed.



## S/S "LAPLAND"

W.T. repairs (Continued) Minor repairs to W1, W2 hatchways coverings on shelter Deck.  
 St. side anchor shackle pins renewed with tested material.

Condition. The following parts require scaling and recoating:

W3 lower hold; W2, W3 lower tween deck; spaces above After Peak. Fide spaces.

Ship sides in working spaces (galleys etc.) on Upper Deck.

Ship sides in Foreman's alleyway above W3 Between Deck.

Bilges and framing in Engine Room, and engine room bulkheads in ~~st~~ bilges.

The following repairs have been recommended:

W.B. Banks. 4 rivets in top bar of fore end floor plate to be renewed.

W5 Domestic banks (plate). Tunnel bulkhead stiffeners and deck beams to be repaired or renewed.

W6 Deck bruckers. Port reserve bruckers. One deck plate to renew.

W1 Starboard... Deck girder and 3 casing stiffeners to repair.

W1 Port. Deck girder and 2 deck beams to repair.

W2 Starboard. Ark expeller casing to repair. Deck girder to repair.

W2 Port. 2 beam knees, 1 deck beam to repair. Deck girder to repair.

W3 Port. One beam knee to renew.

W3 St. Deck girder to repair.

W4 Centre. 3 deck beams to repair

Lower bruckers. W1 St. 3 casing stiffeners to repair

W2 St. One plate, one stiffener of stockhold bulkhead, 3 tunnel top stiffeners to repair

W2 Centre. Stockhold bulkhead stringer and 2 stiffeners to repair

W2 Port. Ark recess casing, one stockhold bulkhead plate, 1 stiffener to repair

W3 St. One stockhold bulkhead stiffener to repair.

W3 St. One stockhold bulkhead plate, one stiffener to repair.

W4 St. One stockhold bulkhead plate, and 3 stiffeners to repair

W4 Centre. One stockhold bulkhead stiffener to repair.

W4 Port. Three stockhold bulkhead stiffeners to repair.

Stockholds. After stockhold. 1 frame st. side, 2 frames plate to repair between bty. & lower stringer

Fore stockhold. 3 frames plate to repair between bty. & lower stringer.

Engine Room. W1 frame (from 3<sup>rd</sup>) plate, W1, 2, 3 & 16 frames st. side to repair between bty. & stringer.

Deck plating G. Deck (Upper Deck). One plate to be repaired in 3<sup>rd</sup> class lavatory st. side forward.

2 plates to be repaired in Rooster Galley st. side amidships.

D. Deck. in W6 Hold. Deck plating plate between stringer plate and hatchway covering, also abaft hatchway to be repaired.

E. Deck. in W1 Hold. W2 stringer plate plate to be repaired.

" " W5 Hold. Fore stock plates in 2<sup>nd</sup> and 3<sup>rd</sup> st. side st. side to be repaired.

Side framing. 2 frames in tourist scullery st. side, 4 frames in tourist painting st. side to be repaired above D. Deck.

To complete the survey. The following remains to be done:

Scaling and repairs as detailed above under Condition.

Dr. D. Banks to be tested in W1 & 2 Hold, in After Hold, in Pipe tunnel forward, in W3 Centre Lower Bunker and in W4 ft. centre and st. lower bruckers.

All lower holds except W3 to be examined. Ceiling lifted.

(See continuation)



## s/s "LATLAND"

## to Complete the Survey. (Continued).

N° 3 Centre lower bunker, and N° 4 port, centre and st. lower bunker, lower parts to be examined, ceiling lifted.

Fore Peak bulkhead to be tested.

N° 2, 4, 5 and 6 Domestic tanks to be tested.

Air: sounding pipes in holds to be examined.

Port steering engine to be examined.

Marks: rigging to be examined, mark wedges to be removed.

Results of drilling in 20<sup>th</sup>

Strake	Original Th.		Drillings				Forward	
	Amidsh.	Ends	Aft.		Amidsh.		P. S.	S. S.
			P. S.	S. S.	P. S.	S. S.	P. S.	S. S.
E.	17	13	14 <sup>8</sup>	15 <sup>8</sup>				
F.	18	13	15 <sup>8</sup>	16 <sup>8</sup>				
G.	17	13	Boasting.		Centre		13 <sup>8</sup>	13 <sup>2</sup>
H.	18	13	16 <sup>6</sup>	17 <sup>2</sup>	18 <sup>2</sup> 18 <sup>2</sup>	17 <sup>2</sup> 18 <sup>2</sup>	14 <sup>2</sup>	14 <sup>2</sup>
J.	17	13	14 <sup>2</sup>	14 <sup>2</sup>	16 <sup>2</sup> 16 <sup>2</sup>	16 <sup>2</sup> 16 <sup>2</sup>	12 <sup>8</sup>	13 <sup>2</sup>
K.	17	13	13 <sup>8</sup>	13 <sup>8</sup>	17 <sup>2</sup> 14 <sup>2</sup>	16 <sup>2</sup> 16 <sup>2</sup>	13 <sup>2</sup>	13 <sup>2</sup>
L.	17	13	13 <sup>2</sup>	12 <sup>8</sup>	15 <sup>2</sup> 17 <sup>2</sup>	17 <sup>2</sup> 16 <sup>2</sup>	13 <sup>2</sup>	12 <sup>8</sup>
M.	17	13	13 <sup>8</sup>	13 <sup>2</sup>	16 <sup>2</sup>	15 <sup>6</sup>	14 <sup>2</sup>	14 <sup>2</sup>
N.	17	13	{ 13 <sup>2</sup> 14 <sup>2</sup>	{ 13 <sup>2</sup> 13 <sup>2</sup>	17 <sup>2</sup>	16 <sup>2</sup>	13 <sup>2</sup>	12 <sup>6</sup>
O.	17	13	13 <sup>2</sup>	13 <sup>2</sup>	16 <sup>2</sup>	17 <sup>2</sup>	12 <sup>8</sup>	13 <sup>2</sup>
P.	17	13	{ 13 <sup>8</sup> 13 <sup>2</sup>	{ 13 <sup>2</sup> 13 <sup>2</sup>	17 <sup>2</sup>	17 <sup>2</sup>	13 <sup>8</sup>	14 <sup>2</sup>
Q.	17	13	14 <sup>2</sup>	14 <sup>2</sup>	17 <sup>2</sup>	17 <sup>2</sup>	12 <sup>6</sup>	13 <sup>2</sup>
R Sh. R. sheer.	18	13	15 <sup>8</sup>	15 <sup>2</sup>	18 <sup>2</sup>	18 <sup>2</sup>	15 <sup>2</sup>	15 <sup>2</sup>
S.	18	-			18 <sup>2</sup>	17 <sup>2</sup>		
T Sh. R. sheer.	19	-			19 <sup>2</sup>	18 <sup>2</sup>		

The test holes have been drilled: forward, immediately abaft the collision bulkhead

aft, immediately forward of the After Peak bulkhead.

amidships, in N° 3 lower bunker: above. As some pitting was observed in the ship sides of the fore boiler room, a second series of holes was drilled in the strakes H, J, K, L, in the fore boiler room.

*[Signature]*



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