

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

Date of writing Report 3.8.39

When handed in at Local Office 8.10.39

Port of

CARDIFF

No. in Survey held at

Cardiff

Date, First Survey

5.7.39

Last Survey

29.7.1939

Reg. Book

28149

78037 on the Wood, Iron or Steel

S.S. Labud

TONNAGE:-

GROSS 6334

UNDER DK 4928

NET 3415

Built at

Port Glasgow

By whom

Wm Hamilton &amp; Co Ltd

When

1918-7

Owners

Jugoslavenska Plovidba D.D.

Owners' Address

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

Managers

Port belonging to Susak

Surveyed Afloat or in Dry Dock?

Dry Dock

Name of Dock

Mount Stuart Dry Dock

Destined Voyage

WB=Cell DBorDBa

feet; uE&amp;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.

16316

Port

BRD

(Particular Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to be done. 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 painted on Ship and now verified 5 ft. 11 1/4 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey 2<sup>nd</sup> No 2.

Now done:- Vessel placed in dry dock. Bottom rudder cleaned examined & recoated. Rudder lifted & examined.

Holds, Tween decks, peaks, bunkers, engine & boiler spaces chain locker, & erection spaces, cleared, the stowwork cleaned, examined, scaled & coated as required.

Close caulking removed in holds & bunkers, as per rule requirements. Afterwards replaced in good condition. Double bottom tanks, after peak tank, deep tank cleaned examined internally, scaled & coated as required, tested by head of water to rule requirements & found or made tight. Cement in bottom, decks, hatchways, hatch covers (in position) tarpaulins & battening arrangements. Masts, rigging, anchors, cables (ranged) windlass, steering gear & connections w.t. doors. General Equipment; boats, plating under sidelights, ash stool, ventilators & coamings.

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	State if Tanks have been examined inside	good	Air and Sounding Pipes	good	Copper, or Y.M. of Wood Vessels	
Caulking of Decks	"	State if Tanks now tested	yes	Dble. Plates under Sounding Pipes	"	(State if on Feet)	
Coamings	"	Bulkheads	good	Engine Room Skylights	"	When put on, Month	Year
Beams & Fastenings	"	Ceiling	"	Coal Bunkers, Open'gs, Lids, &c.	"	Boats	good
Outside Plating	"	Cement or plaster	"	Oil Bunkers	"	Masts, Yards, &c.	"
" in way of sidelights	"	(State which.)	"	Scuppers	good	Condition, how ascertained	by examination
Breasthooks	"	Rudder	"	Cargo Hatchways	"	(State if wedges removed)	yes
Transoms	"	Steering gear and its connections	"	Hatches	"	Sails	"
Frames	"	Windlass	"	Planking of Wood Vessels	"	Equipment letter	2
Reverse Frames	"	Have pumps now been examined and found efficient?	yes	Caulking	ditto	Anchors, No. of	3 B 15.
Longitudinals	good	Have Sluice Valves now been examined and found efficient?	yes	Treenails	ditto	Chain Locker	good
Transverses	"	Have Watertight Doors now been examined and found efficient?	yes	Breasthooks & Stemson	ditto	Cables (State if now ranged)	yes
Floors	"	Have Ventilators and their Coamings been examined and found efficient?	yes	Transoms Pointers, & Crutches	ditto	" length	270 ft.
Keelsons	"			Timbers of Frame at openings	ditto	" (on board)	mean diam. 2 1/16"
Stringers	"			Ditto Ditto at other places	ditto	" Rule length	270 ft.
Inner Bottom Plating	good			Stringers, Clamps & Shells	ditto	Hawser & Warps	Suppl.
				Salting	ditto	Standing and Running Rigging	good
				(State if examined.)			

## 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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24.

This vessel is eligible in our opinion to remain as classed and to have record of survey 7-39 and notation of S.S. Off No 2-39. The vessels name to be deleted from special Revisions List.

Survey Fee (per Section 29)	552 <sup>nd</sup> No 2	21	5	0
Special Damage Repair Fee (if any)	(per Sec. 29)	8	8	0
Travelling Expenses (if chargeable)				
Second Surveyor's Fee (if any)				

Fees applied for,

14th Aug. 1939

Received by me,

17.8.1939

Hammish W. G. Paton & Co. Ltd  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

100 A1 without spl. cdn.

S.S. No. 2-39

+ LMC: MS 7.39

BS 3.39

Lloyd's Register  
Foundation

W982-0273/3



Cardiff.S.S. "Labud"2<sup>nd</sup> S.S. No 2 continued.

Air sounding pipes, Mast wedges removed, found or placed in good order.

Deckboard markings verified.

Damage previously noted in B.A. Report 16316.

Port side F strike No 2 plate examined. Doubling plate extended. This repair in my opinion might be accepted as permanent.

Special Reasons List:

A strike No 2 plate from aft (E W repair) examined found sound, in my opinion this repair might be now accepted as permanent.

Repairs (W. & T.):

No. 1 tank. One floor doubled stbd side.

No. 2 tank. Centre girder doubled in after space.

E.R. tank. Four doubling plates fitted on tank top port side, and one small doubling plate fitted on tank top in the L.P. crank pit.

No. 3 tank. Three intercostals and one floor doubled port side. On stbd side one longitudinal B.A. reverse frame renewed, 11 doubling plates fitted on longitudinals, and the after tank end part doubled.

No. 4 tank. Three floors doubled port side.

After peak tank. Four horizontal bulkhead stiffeners fitted with reverse bars. Two doubles fitted on tank top at forward end.

Deep tank. (See also Off Rpt 52846).

Port side. <sup>5/16</sup> 3 $\frac{1}{2}$  tank top plates renewed (2 of them adjacent to tunnel). One long<sup>th</sup> frame renewed. One horizontal stiffener on after bulkhead renewed. One doubling plate fitted on forward bulkhead. Face angles on vertical web stiffeners on after bulkhead renewed. All brackets at heels of tunnel stiffeners renewed.

Stbd side. 4 B.B. tank top plates renewed (2 of them adjacent to tunnel). One long<sup>th</sup> frame renewed. Face angles on vertical web stiffeners on after bulkhead renewed. One face angle on vertical web stiffener on forward bulkhead renewed. All brackets at heels of tunnel stiffeners renewed.

Fore peak (open). Four B.A. stiffeners fitted to deep floors. Centre line bulkhead doubled at bottom.

Chain locker. One horizontal bulkhead stiffener faired and reverse bar fitted.

Upper deck. Doubling plate fitted between after end No 4 hatch & poop front, port side.

Bridge deck. Doubling plate fitted abreast fiddle door, stbd side.

Stokehold bulkhead. Doubling <sup>plate</sup> fitted under watertight door, port side.

(Continued)



S.S. "LABUD"

Bridge space. Port. One deck plate renewed. Two deck plates part doubled. Forward bunker hatch coaming plate doubled. Donkey boiler casing side fitted with two doublers.

Stbd. One deck plate renewed. One deck plate part doubled.

Forward bunker hatch coaming renewed. One doubling plate fitted on donkey boiler casing side.

Tween deck bunkers. Port. One deck plate renewed. Two deck plates part doubled. One casing coaming plate renewed. Two casing plates renewed. Foundation casing angle on deck renewed as necessary.

Stbd. Two deck plates renewed. One casing coaming plate renewed.

Foundation casing angle on deck renewed as necessary.

Lower bunkers. <sup>Port.</sup> Three doubling plates fitted on casing bulkheads. One deck beam fitted with reverse bar. One stay renewed.

Stbd. One doubling plate fitted on casing bulkhead. One stay renewed.

Main mast. Doubling plate fitted in way of fractured plate, and angle bracket fitted full length of doubler.

Rigging. Fore topmast forestay rigging screw & shackle renewed.

Main backstay rigging screws & shackles renewed port & stbd.

Hatch covers. 9 renewed & 3 part renewed.

23 Hatch cleats renewed.

A number of minor repairs effected.

E.B.



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