

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 30th Sept., 1956. When handed in at Local Office 30th Sept., 1956. Port of Hong Kong.
 No. in Reg. Book 58069 Survey held at Hong Kong, Date, First Survey 27th July, Last Survey 19th August, 1956.
 on the ~~XXXXXX~~ Steel S.S. "DORINTHIA" (No. of Visits 6)

TONNAGE: — Built at Birkenhead By whom Cammell Laird & Co., Ltd. When 1929 MONTH 7
 GROSS 3599 Owners Whangpoo S.S. Co., Ltd. Owners' Address _____
 UNDER DK — Managers Wheelock, Marden & Co., Ltd. (if not already recorded in Appendix to Register Book)
 NET 2181 Port belonging to Hong Kong

Surveyed Afloat or in Dry Dock? Both Name of Dock Kowloon Dock. Destined Voyage _____
 Cell DBor DBa _____ feet: uE&B _____ feet: f _____ feet }
 total capacity _____ tons. FPT _____ tons; APT _____ tons; MT _____ tons. }
 only alterations in the existing records of tanks should be inserted.

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

Last Report, No. 12902 Port H-Kg.

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

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 _____ ft. _____ ins.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR ANNUAL SURVEY & CONVERSION TO OIL FUEL.

Now Done :-

Vessel placed in dry dock, shell plating, stern frame, & rudder cleaned, examined and coated.

Vessel undocked 18th August, 1956.

Examined :-

Weather decks, hatchways with their closing & securing appliances, ventilators and other deck openings, casings and superstructure bulkheads with their closing appliances, windlass, general equipment, main and auxiliary steering arrangements.
 All parts surveyed found or placed in good condition.

(Contd. over page)

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	Bulkheads Where exam. good	Engine Room Skylights Good	Copper, or Y.M. -
Caulking of Decks "	Ceiling " " "	Oil Bunkers " "	(State if on Felt.)
Coamings "	Cement or Asphalt " " "	Oil Bunkers " "	When fitted, Month Year -
Beams & Fastenings Where exam. good	Rudder Good	Scuppers " "	Boats -
Outside Plating Good	Steering gear and its connections Good	Cargo Hatchways " "	Masts, Yards, &c. Good
" " in way of sidelights -	Windlass Good	Hatches " "	Condition, how ascertained From deck
Frames Where exam. good	Have pumps been examined and found efficient? No	Planking -	(State if wedges removed.)
Reverse Frames " " "	Have Sluice Valves been examined and found efficient? -	Caulking -	Equipment letter (V)
Longitudinals -	Have Watertight Doors been examined and found efficient? No	Treenails -	Anchors, No. of 3 B, 1 S, 1 K.
Transverses -	Have Ventilators and their Coamings been examined and found efficient? Yes	Breasthooks & Stemson -	Cables (State if now ranged) No
Floors Where exam. good	Air and Sounding Pipes Where exam. good	Transoms, Pointers & Crutches -	" length Stated mean diamr.
Keelsons " " "	Doubling Plates under Sounding Pipes Yes	Timbers of Frame at openings -	" Rule length Complete size
Stringers " " "	In spaces examined.	" " at other places -	Chain Locker -
Inner Bottom Plating As rpt.		Stringers, Clamps & Shelves -	Hawsers & Warps Sufficient
Have the Tanks been examined internally? As rpt.		Salting -	Standing and Running Rigging Good
Have the Tanks been tested? As rpt.		State if examined	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 ship, so far as now surveyed, is eligible, in my opinion, to remain as classed with record of Docking 8,56 subject to any new recommendations and to all conditions at present attached to the ships class being dealt with as previously recommended.

Survey Fee (per Section 23) Docking	\$ 250.00	Fees applied for,	
O.F. Conv.	\$ 600.00	31/8/ 1956.	
Special Repairs or Repair Fee (if any) (per Section 23)	\$ 200.00	Received by me,	
S.A.	\$ 125.00	19	
Travelling Expenses (if chargeable)	\$ 14.00		
Second Surveyor's Fee (if any)	£		

J.L.V. Whittle
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute

THURSDAY 8 - NOV 1956

Character Assigned

8,56 H-Kg
 8,56 (With endorsement)
 BS 2,56
 Fitted for oil fuel 8,56 FP above 150°F

NOTED FOR POSTING



Lloyd's Register Foundation

002870-002875-0091 1/2

CLP M

12 OCT 1956

Now If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

Repairs (Wear & Tear) :-

Now Done :- A number of minor repairs carried out, including several lengths of steering gear chain part renewed, from tested material.

Endorsements :-

Deferred :- Indented shell plates p. & s. examined and found to continue efficient.

Now done for O.F. Conversion (Forced Draught) :-

The vessel has been converted at this time to oil burning, in accordance with plans approved 11.3.53 & 6.7.53. for S.S. "EUSTON" re-named "DORINTHIA".

Built-in settling tanks (1p, 1s) are constructed between second deck and double bottom, at sides of donkey boiler recess from frames 70 to 74. Existing bulkhead seams & butts welded, and new bulkheads all welded. The forward bulkheads are efficiently insulated.

Cofferdams :-

New cofferdams constructed by closing up lightening and limber holes, and welding, toe-on, additional vertical angle stiffeners to new tank-ends. New cofferdams at No.1/F.P. tank (fr.129/130), Nos.2/3 (fr. 69/74) and Nos.4/5 tanks (fr. 50/51). Air, sounding, and bilge suction pipes (with S.D.N.R. valves) provided, all to Rule requirements.

Air pipes etc. :-

The following goose-necked air pipes, all 36" high above upper deck, with flash proof gauzes, and canvas covers, are fitted to the undermentioned fuel tanks and cofferdams :-

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 tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.				
	1st Bower													
	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.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.
	Length.	Diam.	Stain- tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.			
Iron Stream Chain or Steel Wire											

- No.1 D.B. 1 at 3" dia fwd. & 2 at 2½" dia. aft. (1p., 1s.).
- No.2 p. & s. D.B. 2 at 3½" dia. fwd., 2 at 3" dia. aft. (2p. & 2s.).
- No.5 p. & s. D.B. 2 at 3½" dia. fwd. (1p. 1s.).
- No.6 D.B. 2 at 2½" dia. fwd. (1p. 1s.).
- Settling tanks, p. & s. 1 each at 3" dia.
- Cofferdams, 1 at 2½" dia. fwd. & 2 at 2½" dia. aft.
- 1½" dia. sounding pipes with screwed brass plugs on upper deck from fwd., cofferdam and Nos.1 & 2 D.Bs., & settling tanks.

(Contd. next page)

Hull of S.S. "DORINTHIA"

General :-

Main deck opening in way of ash shoot permanently plated over. Overflow from p. & s. settling tanks, through well lighted sight-glasses to No.2 p. & s. D.B. tank.

Extended spindles, with brass naneplates, fitted to settling tank high and low suction, and stop valves of fuel transfer pump, fuel unit, and steam smothering, all operated from bridge deck. Fore peak F.W. suction and forward cofferdam bilge suction piping led along shipside, clear of D.B. tanks.

Hatchways :-

Trunked access hatches in bridge deck to p. & s. side bunkers removed, and bridge and upper decks plated over, and sheathed in way.

No.3 trunked hatchway on bridge deck to cross bunker altered to plan approved 9.8.56.

Hatchway enlarged to 16'-2" wide and existing trunked bulkhead p. & s. removed, and adequately compensated in way.

Thwart-ship tween deck hatch beam, 9½" x 3/4" face bars, with web 16" deep x ½" thick and 3" bearing surface. Hatch coaming 9" x 3½" x ½" B.A.

Thwartship bridge deck hatch beam 6½" x 3/4" face bars, with web 14" deep x 3/8", and 3" bearing surface.

Wood covers 2½" thick, with galvanised end-bands, fitted to both hatches and with closing and securing arrangements to Rule requirements.

A steel water-tight hatch 18" x 18" with coaming 24" high and 3/8" thick, fitted on upper deck for access to emergency fire-pump, now installed in No.5 tween deck space, s.s. after end.

All oil fuel tanks satisfactorily tested to Rule requirements. All Rule requirements for burning oil fuel are fully complied with. Tank top ceiling replaced in all holds on completion.

Interim Certificate issued - copy attached.

Report C11(Contd) issued - copy attached.

Copy placed on board for attachment to ship's Report C11.

J.W.L.H.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to glow through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN