

17 OCT 1958

No. in
Reg. Book
58069

GROSS	3599
UNDER DK	-
NET	2181

Cell DB or DBa.....feet; uEgB.....feet; f.....feet
total capacity.....tons. FPT.....tons; APT.....tons; MT.....feet.....tons.

Particulars of Classification (*which must be inserted
precisely as in Register Book & Supplements*).

+100Al with fbd.+LMC	2,53
7,55 BS	2,55
ssH.Kg. (Dr) 2,53 TS CL	1,53

CHARACTER. ✱ for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
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Society's Freeboard (if assigned) as
 painted on Ship and now verified } ft. ins.

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

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

Examined :-

All parts surveyed found or placed in good condition.

(Contd. over page)

PRESENT CONDITION OF THE

Decks			Good
Caulking of Decks			"
Coamings			"
Beams & Fastenings	Where exam.g		
Outside Plating			Good
"	"	in way of sidelights	-
Frames	Where exam.	good	
Reverse Frames	"	"	"
Longitudinals		-	
Transverses		-	
Floors	Where exam.	good	
Keelsons	"	"	"
Stringers	"	"	"
Inner Bottom Plating	"	"	"
Have the Tanks been examined internally?	As rpt.		
Have the Tanks been tested ?	As rpt.		

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 *as No. 1-38*."

Survey Fee (per Section 23)	Docking	\$	250.00	Fees applied for, 31/8/ 19 56.
	O.F. Conv.	\$	600.00	
Special Damage Repair Fee (if any)		\$	200.00	Received by me, 19
(per Section 23)	S.A.	\$	125.00	
Travelling Expenses (if chargeable)		\$	14.00	

Committee's Minute

8,56 H.Kg
s. 8,56

Fitted for oil fuel 8.56 FP above 150°F

002870-002875-0091 12

Lloyd's Register
Foundation

Is Certificate required? If so, to be sent to

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 show through to the other side.

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.	lbs.	Cwts.	qrs.	lbs.			
.....	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.

[illegible]

No. 1 D.B. 1 at 3" dia fwd. & 2 at 2½" dia. aft. (lp., ls.).

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 $3\frac{1}{2}$ " dia. fwd. (lp. ls.).

No. 6 D.B. 2 at $2\frac{1}{2}$ " dia. fwd. (lp. ls.).

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)

Rpt. 9a.

Port of

Hong Kong,

Continuation of Report No. 13222 dated 30th September, 1956 in the

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 suctions, 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, $9\frac{1}{2}$ " x $3\frac{3}{4}$ " face bars, with web 16" deep x $\frac{1}{2}$ " thick and 3" bearing surface. Hatch coaming 9" x $3\frac{1}{2}$ " x $\frac{1}{2}$ " B.A.

Thwartship bridge deck hatch beam $6\frac{1}{2}$ " x $3\frac{3}{4}$ " 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 Cll.

John Little

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Foundation

0091 2/2