

t. 8

Port HONG KONG.

No. 16189.

-5. MAY 1961

of writing Report 20-4-61.

When handed in at Local Office. 20-4-61.

Received London

y held at Hong Kong.

No. of Visits 1.

First Date 23-3-1961.

Last Date 23-3-1961.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

in R.B.

259

S.S.

"THETA STAR"

on the Iron or Steel M.S.

at

Birkenhead.

By Whom

Cammell Laird & Co., Ltd.

ers

Theta Shipping Co., Ltd.

Owners' address

(If not already in R.B.)

Port of Registry

Hong Kong.

agers

eyed Afloat or in Drydock

In Drydock.

Name of Dock

Hongkong & Whampoa Dock Co. Ltd.

Date of last examn. in Drydock

23-3-61.

Any alterations in existing particulars in the Register Book should be reported and underlined.

ast Report: No.

5831

Port

Dja

o be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

veys must be reported in the terms of the Rules. The nature and extent of Examinations Repairs (if any) must be stated in detail, the parts examined and their condition being vly indicated. For Annual, Special or other Condition Surveys the Summary of mination and Condition on the back of the Report is to be carefully completed and plified if necessary in the body of the Report. Outstanding items to complete the Survey uld be summarised at the end of the Report. The reasons for Repairs must be stated. pairs on account of Damage (the alleged cause of which must be stated) should be separated m Repairs due to other causes, and, besides being detailed in the body of the Report, uld be summarised in the form below. When, at a Special Survey, the Shell and Deck ting is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain bles are replaced or retested the necessary particulars are to be given on Report 8(Eq) ich is to be attached to this Report.

ve dates and references to any letters relating to this Report

damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined Yes. See under.

Freeboard as marked on ship and now verified ft. ins

Was a damage report made by anyone else? If so, by whom? Yes. Exclusive Surveyor local Lloyd's Agents.

XAMINATION AND REPAIRS AS PER RULE FOR DAMAGE due to vessel stranding on the Etna Droogte Reef on 25th February, 1961.

Damage to keel and bottom plating etc., port and starboard.

The following recommendations made for repairs to damaged plating, numbered from aft :-

To Be Renewed :

Keel plates Nos. 3, 8, 9, 10 & 13.

P.S. "A" strake, Nos. 4, 9, 10, 11, 12 & 13.

"B" strake, Nos. 9, 10, 11 & 12.

"C" strake, Nos. 3, 4, 5, 8, 9, & 10.

"D" strake, Nos. 1, 2, 3, 4, 5, 6, 7, 8 & 9.

"E" strake, No. 5.

S.S. "A" strake, Nos. 10, 13 & 14.

"B" strake, Nos. 10, 12 & 13.

"C" strake, No. 11.

"D" strake, Nos. 3, 4, 5, 6, 7, 8 & 9.

CONTINUATION OVER OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

Has a Survey also been held on machinery of the Ship? Yes.

Is Classification Certificate required? If so, to be sent to --

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

Has Interim Certificate been issued? Yes.

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This vessel, so far as now seen, is in good condition and eligible, in my opinion, to be retained as classed without fresh record of survey, subject to outstanding requirements being dealt with as previously recommended and to damage keel and bottom plating, rudder, etc., being further examined and dealt with as necessary before vessel sails from this Port.

James A. Anderson.
Surveyor to Lloyd's Register of Shipping

WEDNESDAY 24 MAY 1961

Date of Committee

See Cttee Minute 24/5/61

Minute

40m, 38 T.

003175-003180-0174 1/2



© 2020

Lloyd's Register Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

DAMAGE

SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank		
Rudder lifted		A.P. "		
Weather Decks, Superstructures and Casings		D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances				
Ventilator coamings, skylights, companionways and closing appliances				
Holds		Fresh Water Tanks		
		Deep Tanks		
		Oil Fuel Bunkers and Settling Tanks		
Tween Decks		Side Tanks		
		Wing Tanks		
		Other Tanks		
Fore Peak Spaces		Cargo Tanks (Tankers)		
After " "				
Engine Space		Cofferdams		
Boiler " "		Pump Rooms		
Under Engines and Boilers				
Tunnel and Well				
Coal Bunkers				
Chain Locker				
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

Have the spaces now surveyed been cleared and cleaned as necessary?

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held? If so, state which

Have the shell and deck plating been drilled as per Rule?

Have any alterations to the approved scantlings and arrangements now been effected?

Has cement in bottom been examined?

If so, Report 8(Dr) to be attached

If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes, or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary)	" length mean diam. (on board)
Floors	examined and found	" Rule Length Size
Keelsons	Windlass examined and found	Hawsers and Warps
Stringers	Pumps " " "	State if any Anchors or Chain Cable have
Inner Bottom Plating	W.T. Doors " " "	now been supplied or retested, if so,
Bulkheads and Tunnel		complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

See Below

REMARKS, REPAIRS, Etc. (Contd.)

Contd. Sheet 2.

of HONG KONG,

Continuation of Ship Report No. 16189,

dated 20th April, 1961.

-5 MAY '61

on the S.S. ~~ALFA~~ "THETA STAR"

Damage :- (Contd.)

To Be Cropped & Part Renewed :

Keel plate No.14.

P.S. "C" strake, No.11 and "E" strake, No.5.

S.S. "A" strake, No.11 and "C" strake, No.10.

To Be Removed, Faired & Repalced :

Keel plates, Nos.5, 6, 7 & 11.

P.S. "A" strake, Nos.3, 5, 7, & 8.

"B" strake, Nos.5, 7 & 8.

"C" strake, Nos.6 & 7.

S.S. "A" strake, Nos.8 & 9.

"B" strake, Nos.5, 6, 7, 8 & 9.

"C" strake, Nos.4, 6, 8 & 9.

To Be Cropped, Removed, Faired & Refitted :

P.S. "B" strake, No.6.

To Be Faired In Place :

Keel plates Nos.2, 4 & 12.

P.S. "A" strake, Nos.6 & 14.

"B" strake, Nos.3 & 4.

"C" strake, No.2

"D" strake, No.10.

"E" strake, Nos.7 & 10.

S.S. "A" strake, Nos.3, 4, 5, 7, 11 & 12.

"B" strake, Nos.4 & 11.

"C" strake, No.5 & 7.

"D" strake, No.10.

"E" strake, No.11.

Bilge keel port Bulb plate to be renewed. 30 ft. shell tee bar to be renewed.

starboard 10 bulb plates to be renewed, shell tee bar to be faired in place.

No examination of internals was carried out at this time.

Rudder to be removed and faired where buckled.

Vessel undocked on completion of survey to await Owners' decision regarding repairs and it is now stated that the ship is on offer to shipbreakers.

Cab. Lon. \$58.00
" H.Kg. \$35.00

Survey Fee

Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) \$300.00

Date when A/c. Rendered

Travelling Expenses (if chargeable) 10.00

20-4-61

20m.11.57. T. (MADE AND PRINTED IN ENGLAND)



© 2020

Lloyd's Register
Foundation