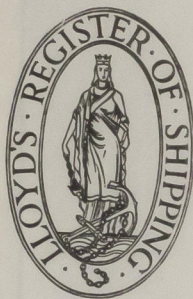


COPY

LLOYD'S REGISTER OF SHIPPING

A/c No. 5841.



Port HONG KONG.

8th October, 1962.

This is to Certify that

J.L.V. WHITTE

the undersigned Surveyor to this Society did at the request of

Lloyd's Agents, and with the consent of the Owners, attend on board the S.S. "OCEAN GLORY", 7088 tons gross, of Panama, whilst lying afloat at Hong Kong, off Lantau Island, for the purpose of ascertaining the nature and extent of damage stated to have been caused by collision with the S.S. "GROSVENOR NAVIGATOR", 7053 tons gross, of London, during typhoon "Wanda", on the 1st September, 1962.

The "OCEAN GLORY" was stated to have been anchored off Lantau Island, and to have been first struck at the stem by the other vessel, which then dragged along the port side, swung around the stern, and finally struck alongside the starboard side after quarter abreast Nos. 4 & 5 hatchways. The damage is, in the opinion of the undersigned, reasonably attributable to the alleged cause.

Upon examination the following damage was found and repairs recommended without prejudice to the terms and conditions of insurance

FOUND

RECOMMENDED

In way of No. 1 'tween deck, port side :

Shearstrake :

Plate No. 1 from forward bulkhead slightly set in.

To fair in place.

Plates Nos. 2 & 3 from forward bulkhead heavily set in.

To renew.

1st strake below sheer :

Plate No. 1 from forward bulkhead heavily set in.

To renew.

Plate No. 2 from forward bulkhead slightly set in between frames.

One indent to fair in place.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

(Contn.)

FOUNDRECOMMENDED

Plate No. 3 from forward bulkhead slightly set in between frames.

Two indents to fair in place.

'Tween deck frames, and upper deck beams in way of these shell plates buckled in various degrees.

Seven frames to renew, one web frame to crop and part renew, three frames to fair in place, one beam end to crop, remove, fair, and refit, two to fair in place, and nine beam knees remove, fair and refit.

Forward & aft bulkheads in No. 1 'tween deck, port side severely buckled at shell.

Two bulkhead plates to crop and part renew, also their boundary bars.

One double bottom air pipe at after end of No. 1 'tween deck port side broken.

Air pipe to crop and part renew.

No. 1 'tween deck port side cheek plates severely buckled over 9 frame spaces.

To crop and renew over 9 frame spaces.

Fore peak space in way of second deck:

2nd strake below sheer, Plate No. 1 heavily set in.

To renew.

All eleven frames port side in way of this space severely buckled.

To crop and part renew (approx. 4'-0" each frame).

In way of fore peak tank:

Port side:-

1st strake below sheer, stemplate holed.

To crop and part renew.

2nd strake below sheer, stemplate holed.

To crop and part renew.

Starboard side:-

1st strake below sheer, stemplate holed.

To crop and part renew.

2nd strake below sheer, stemplate holed.

To crop and part renew.

3rd strake below sheer, stemplate moderately set in.

To crop, remove, fair & refit.

Stem bar slightly buckled in way of above stemplates.

To crop, remove, fair, and refit. (approx. 6'-0").

Soft-nose stem plate heavily indented.

To crop and part renew.

(Contn. Sheet 1)

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(Contn.)

FOUND

Frame No.1 p. & s. severely buckled.

Wash-bulkhead (forward end) severely buckled.

(Note : Due to the fore peak tank being full of fresh water to within 4 ft. of the top, a complete survey of this tank was not possible at this time. It is not anticipated, however, that anything more than minor damage will be found when this tank survey is completed.)

P.S. Upper deck :

Sheerstrake, plates Nos.5 & 6 from forward set over at top edge, and stringer angle distorted.

Approx. 100 ft. of guard rails buckled, and partly broken.

Bulwark plate abreast midship house set in.

Bulwark plate abreast No.3 hatch heavily set in and split.

S.S. Upper deck :

Sheer strake abreast No.4 hatchway set over at top edge, and stringer angle distorted.

Sheerstrake abreast poop house, and aft end of No.5 hatchway set over and split at top edge, and stringer angle distorted. Deck plating in way severely buckled, and bollard stool torn off.

Approx. 20 ft. of guard rails generally buckled in way of Nos.4 & 5 hatchways.

RECOMMENDED

To crop and part renew.

To crop and part renew.

Fore peak tank to be completely examined internally when prepared.

Plates Nos.5 & 6 to fair in place and stringer angle to crop and part renew.

Several sections to renew, and remainder to fair.

To crop, remove, fair and refit, and mooring pipe in way to remove, and refit on completion. Two bracket stays to renew, One stanchion to remove, fair, and refit.

Two plates to crop and part renew, and approx. 45 ft. of top bar to renew.

Sheerstrake to fair in place, and stringer angle to crop and part renew.

Sheerstrake to crop and part renew full width of plate. Stringer angle to crop and part renew.

Two stringer deck plates to crop and part renew.

Bollard stool to renew.

Guard rails to crop and part renew, remainder to fair.

(Contn. Sheet 4.)



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4

(Contn.)

FOUND

Sheer strake counter plate split, guard rails buckled, and chafing tube split.

Wooden awning, s.s. abreast poop house dislodged from stanchions, and collapsed.

The foregoing recommendations were made with a view to placing the hull in the same condition as before the alleged casualty occurred. Repairs have been deferred, the vessel at present being laid-up, and the class of the vessel recommended to be made subject to these hull repairs being dealt with before leaving Hong Kong.

The estimated cost of these repairs is the sum of Hong Kong Dollars One Hundred & Twenty-Five Thousand Only (HK\$125,000.00) (if carried out in this Port) and the time involved six days.

RECOMMENDED

Sheer strake to crop and part renew, guard rails to fair in place, and chafing tube to crop and part renew (approx. 5 ft.).

To part renew, and re-secure.



J.L.V. Whittle.

Surveyor to Lloyd's Register.



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