

17 DEC 1953

No. 11736.

## REPORT OF SURVEY FOR REPAIRS, &amp;c.

Date of writing Report 1st Dec., 1953. When handed in at Local Office 1st Dec., 1953. Port of HONG KONG  
 No. in Survey held at HONG KONG Date, First Survey 26th October Last Survey 12th November, 1953.  
 Reg. Book. 28572 on the XXXXXX Steel M.S. "SUNETTA" (No. of Visits 12)

TONNAGE: GROSS 7965 Built at Rotterdam By whom N.V. Rotterdam Droogd. When 1935 MONTH 2  
 UNDER DECK - Owners N.V. Petroleum Mij. "La Corona" Owners' Address -  
 NET 4701 Managers - Port belonging to The Hague

Surveyed Afloat or in Dry Dock? Both Name of Dock Taikoo Dockyard Destined Voyage -  
 Cell D B or D Ba - feet; uE & B - feet; f - feet  
 total capacity - tons. FPT - tons; APT - tons; MT - feet 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. 35959 Port Rot

(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

OIL ENGINES  
CONTINUOUS SURVEY

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING SURVEY & REPAIRS.  
 NOW DONE :-

Vessel placed in dry dock. Keel, bottom & shell plating, rudder & stern frame, cleaned, examined, found or now placed in good order & re-coated.  
 Decks, hatchways, hatches & supports, vents, coamings, casings & skylights, windlass, steering gear & general equipment examined & found or now placed in good order.  
 Vessel undocked 7th November, 1953.

REPAIRS NOW EFFECTED ON ACCOUNT OF WEAR & TEAR :-

Approximately 100 defective forward keel & shell rivets renewed. Tanks in way tested upon completion to light L.L. & tight. (P. T. O.)

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fairred or Repaired								
Fairred or Repaired in place ...								

PRESENT CONDITION OF THE	Good	Parts Ex. Good	Good
Decks	"		
Caulking of Decks	"		
Coamings	"		
Beams & Fastenings	Not examined		
Outside Plating	Good		
" " in way of sidelights	Not Ex.		
Frames	" "		
Reverse Frames	" "		
Longitudinals	" "		
Transverses	" "		
Floors	" "		
Keelsons	" "		
Stringers	" "		
Inner Bottom Plating	" "		
Have the Tanks been examined internally?	No		
Have the Tanks been tested?	As Rpt.		
Bulkheads			
Ceiling			
Cement or Asphalt			
Rudder			
Steering gear and its connections			
Windlass			
Have pumps been examined and found efficient?	No		
Have Sluice Valves been examined and found efficient?			
Have Watertight Doors been examined and found efficient?			
Have Ventilators and their Coamings been examined and found efficient?	Yes		
Air and Sounding Pipes	Parts Ex. Good		
Doubling Plates under Sounding Pipes	Not Ex.		
Engine Room Skylights			
Coal Bunkers, Openings, Covers, &c.			
Oil Bunkers	Not examined		
Scuppers	Parts Ex. Good		
Cargo Hatchways	Good		
Hatches	Good		
Planking			
Caulking			
Treenails			
Breasthooks & Stemson			
Transoms, Pointers & Crutches			
Timbers of Frame at openings			
" " at other places			
Stringers, Clamps & Shelves			
Salting			
Copper, or Y.M.			
(State if on Felt.)			
When fitted, Month			
Year			
Boats	Good		
Masts, Yards, &c.	"		
Condition, how ascertained	From Deck		
(State if wedges removed.)			
Equipment letter	c t		
Anchors, No. of	3 B 1 S		
Cables (State if now ranged)	Yes		
" length 300 F. mean diam.	Not Cal.		
(on board.)			
" Rule length 300 F. size 2-7/16			
Chain Locker	Not examined		
Hawsers & Warps	Stated correct		
Standing and Running Rigging	Good		
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 vessel, so far as now seen, is in good condition & eligible, in my opinion, to remain as classed with fresh record of Docking Survey (H.Kg.) 11,53 - subject to stern frame now repaired by electric welding being specially examined at next dry docking.

Survey Fee (per Section 29) Dkg. \$300.00 : Fees applied for, 12/11/19 53.  
 Special Docking & Repair Fee (if any) \$350.00 :  
 Travelling Expenses (if chargeable) \$44.00 :  
 L.F. \$100.00 :  
 Second Surveyor's Fee (if any) - :  
 Received by me, 19

Committee's Minute THURSDAY - 7 JAN 1954  
 Character Assigned 11.53, PKg, subject  
DBS 11.53

A. H. Sinclair  
 Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation

005838-005845-0058



Continued . . . . .

Examination of vessel in dry dock showed a serious crack (s.s.) at the bottom of stern frame sole piece adjacent to 'A' strake plating. Signs of cracking were also apparent to a lesser degree (p.s.) in same position. 'A' strake plating No. 1 (p. & s.) cropped away for access, rudder alignment verified correct & cracks completely cut out, necessitating 'veeing' to a maximum depth of  $4\frac{1}{2}$  inches both (p. & s.). Stern frame casting preheated to a temperature of  $400^{\circ}$  C, maintained at that temperature whilst welding repairs were in progress and for a further period of approximately 10 hours, being then blanketed & permitted to cool both slowly & evenly. Rudder alignment verified correct after cooling. Welding repairs took the form of that outlined in attached sketch, being similar to those already effected & favourable considered in the case of the M.S. "KELLETTIA" (H.K. Rpt. No. 11633 refers).

After 'veeing' welding was continuous, being upon completion reinforced to an height of 3/16" each side above the original thickness of stern frame. 3 in No. (p.& s.) 1½" streamlined flat bars of approximately 18" length by 4" depth were then fully welded direct to the stern frame across previous line of fracture. These bars are shaped to permit line of crack to remain clear for future examination. Cropped portion of 'A' strake plating scalloped clear of flat bars & replaced. A.P.T. tested upon completion.

The above repairs have been effected with the view of their being accepted as permanent, the vessel's class however, meantime is recommended to be subject to - "Stern frame now repaired by electric welding being specially examined at next dry docking".

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 .....																

If Patent state name of Patentee.

If Stockless, state Mechanical Test.

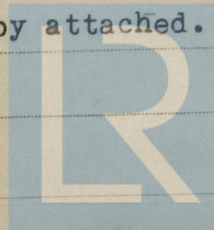
\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

Sundry other minor repairs put in hand by Owners' Representative and satisfactorily carried out at this time.

Interim Certificate "B" issued - Copy attached.



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Foundation

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