

Rpt. 8.

(Received at London Office)

No. 11633.

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

Date of writing Report... 7th Sept. 53. When handed in at Local Office... 7th Sept. 53. Port of HONG KONG

No. in Reg. Book. Survey held at HONG KONG Date, First Survey 23rd July Last Survey 19th August, 1953.

15755 on the ~~Wood~~ ~~Iron~~ ~~Steel~~ M.S. "KELLETTIA" (No. of Visits... 12)

TONNAGE: Built at Wallsend By whom Swan, Hunter &amp; Wigham When 1929 MONTH 2

GROSS 7576 Owners Anglo-Saxon Petroleum Co., Ltd. Owners' Address -

UNDER DECK 7060 (If not already recorded in Appendix to Register Book).

NET 4538 Managers - Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Taikoo Dock Destined Voyage -

Cell DBor DBa feet; uE &amp; 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. 19759 Port Mdh

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.

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.

CHARACTER.		Machinery and Boiler	
* for Special Survey.		Surveys	
Date of last Survey and of		(Including date of N.B., if any).	
Periodical Surveys.			
+100A1	10,52	+LMC CS	11,51
ssShl.-11,51(Dr.)		+NE	7,47
		DBS	10,52
		TS CL	10,52

Carrying Petroleum in bulk.

Society's Freeboard (if assigned) as painted on Ship and now verified 6 4 3/4 ins. OIL ENGINES

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Docking Survey &amp; Repairs.

NOW DONE :-

Vessel placed in dry dock. Keel, bottom &amp; shell plating, rudder &amp; stern frame, cleaned, examined, found or now placed in good order &amp; re-coated.

Decks, hatchways, hatches &amp; supports, vents, coamings, casings &amp; skylights, windlass, steering gear &amp; general equipment examined &amp; found or now placed in good order.

An Annual Freeboard Survey held at this time (F.B. Rpt. No.972 refers).

Vessel undocked 18th August, 1953.

( P. T. O. )

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

NT CONDITION OF THE	Good	Parts Ex. Good	Good
of Decks	"	Bulkheads	Engine Room Skylights
s	"	Ceiling	Coal Bunkers, Openings, Covers, &c.
Fastenings	Not examined	Cement or Asphalt	Oil Bunkers
Plating	Good	Rudder	Scuppers
" In way of sidelights	Not Ex.	Steering gear and its connections	Cargo Hatchways
Frames	"	Windlass	Hatches
Longitudinals	"	Have pumps been examined and found efficient?	Planking
Transverses	"	No	Caulking
Floors	"	Have Sluice Valves been examined and found efficient?	Treenails
Keelsons	"	-	Breasthooks & Stemson
Stringers	"	Have Watertight Doors been examined and found efficient?	Transoms, Pointers & Crutches
Inner Bottom Plating	"	-	Timbers of Frame at openings
Have the Tanks been examined internally?	No	Have Ventilators and their Coamings been examined and found efficient?	" at other places
Have the Tanks been tested?	No	Yes	Stringers, Clamps & Shelves
		Air and Sounding Pipes	Salting
		Doubling Plates under Sounding Pipes	State if examined.

## General Observations, Opinion as to Class, Recommendation, &amp;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."

The vessel, so far as now seen, is in good condition & eligible, in my opinion, to remain as now classed with fresh record of Docking Survey (H.K.) 8,53 - 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,
Special Damage or Repair Fee (if any)		\$350.00	19/8/ 19 53.
Travelling Expenses (if chargeable)		\$28.00	Received by me,
Late fee:		\$100.00	19
Second Surveyor's Fee (if any)			

Committee's Minute MONDAY 12 OCT 1953

Character Assigned 8,53 H.Kg. Subject DBS 8,53

Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

004440-004449-0059



REPAIRS NOW EFFECTED ON ACCOUNT OF WEAR & TEAR :-

(p. & S.)

replaced on board.

Examination of vessel in dry dock showed a serious crack (s.s.) at the bottom of stern frame 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.& cropped away for access, rudder dismantled, alignment verified correct, cracks completely cut out, necessitating 'veeing' to a depth of 4 inches (s.s.) & 2 inches (p.s.).

Heated to temperature of 200° C., maintained at that temperature for approximately 10

cut out, necessitating 'veeing' to a depth of 4 inches (s.s.) & 2 inches (S.S.)  
Stern frame casting preheated to temperature of 200° C., maintained at that temperature  
whilst welding repairs were in progress and for a further period of approximate 10  
hours after completion, being then blanketed and permitted to cool both slowly and  
evenly. Rudder post alignment again verified correct, pintles rebushed as necessary  
rudder re-assembled in good order. Welding repairs took the form of that outlined in  
attached sketch whilst a complete set of photographs (before & after repair) are all  
forwarded for information.

After veeing, welding was continuous, being upon completion reinforced to a height of 3/16" each side above original thickness of stern frame. 3 in No. (p. & s.) 1-9/16" streamlined flat bars of approximately 18" length by 4" d were fully welded direct to stern frame across previous line of fracture. These bars are shaped to permit line of crack remaining clear for future examination. Cropped portion of A strake plating scalloped clear of flat bars & replaced. A.P.T. tested upon completion.

upon completion.

The above repairs have been effected with the view of their being accepted as permanent, the vessel's class, however, meantime being subject to -

and the particulars are to be reported in the following form :-

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

ANCHORS.

When Anchors or Cables

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 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 Patent.

It is to be clearly stated whether it is a 1st, 2nd, or 3rd bower.

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

CHAIN CABLE

CHAIN CABLES.

[illegible]

"Stern frame now repaired by electric welding being specially examined at next docking".

Sundry other minor repair items put in hand by Owners' Representative and satisfactorily effected at this time.

Interim Certificate issued - Copy attached.