

REPORT OF SURVEY FOR REPAIRS, &c.

DISCLOSED
WAY NO.

Date of writing Report 4.6.1943 When handed in at Local Office 4.6.1943 Port of Bombay

No. in Survey held at Bombay Date, First Survey 7.5.43 Last Survey 31.5.1943
Reg. Book. 69883 (No. of Visits 11)

TONNAGE:-
GROSS 2884 Built at Fort Glasgow By whom W. Hamilton & Co. Ltd. When 1905 2
UNDER DEK. 2740 Owners King Hong Co. Ltd. Owners' Address Victoria Dock
NET 1849 Managers Williamson & Co. Port belonging to Hong Kong

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Victoria Dock Destined Voyage to Hong Kong

Shell Dk. Bor. DBa feet; u&B feet; f feet
Total capacity tons. FPT tons; APT tons; MT feet tons.
N.B. All alterations in the existing records should be underlined.

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

CHARACTER: * for Special Survey Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1-941</u> <u>1.43</u>	<u>LMC 6.38</u> <u>BS 9.42</u> <u>TSd 8.40</u>
<u>Examined 1.43</u>	
<u>S.S. Mel. 2nd No. 3-12-29</u>	
<u>S.S. H. kg. No. 2-38</u>	
SEE SPL. NOTE 2AL	
Society's Freeboard (if assigned) as painted on Ship and now verified	ft. ins.

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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR **REPAIRS.**

This vessel underwent General Examination in

Calcutta in January 1943 when it was recommended that all holds should be scaled during the ensuing 2 months. No opportunity had occurred up till the present time, to carry out any internal scaling, but the outside plating was scaled above water, which resulted in several plates being perforated. These were temporarily repaired in Colombo by welding on patches and further repairs were carried out here when the vessel had discharged part of her cargo of coal.

Shell plates - Portside:- Nos. 3 & 4 from aft in the 2nd strake below the main sheer renewed. No. 3 from aft in the 3rd strake below completely doubled. No. 5 from aft in the 2nd strake below locally doubled between the frames where grooved and locally wasted above the 2nd stringer.

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

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Feet.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Rivets & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Painting	Anchors, No. of
Reverse Frames	Have Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length (on board) mean diam.
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stems	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting (State if examined.)	
Have the Tanks been tested?			

Confined to the repairs above

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 efficient condition and is eligible, in my opinion, to remain as classed without fresh record, subject to all holds being scaled and further examined at the first opportunity.

Survey Fee (per Section 29)	£	Fees applied for, <u>4.6.1943</u>
Special Repair Fee (if any) (per Sec. 29)	£ <u>Rs 300/-</u>	Received by me, <u>Rs 25/-</u>
Travelling Expenses (if chargeable)	£	10
Second Surveyor's Fee (if any)	£	

W. Southwell
Surveyor to Lloyd's Register of Shipping.

FRI. 20 OCT. 1944
Thursday, Glasgow decision

Committee's Minute
Character Assigned As now, subject to write from (etc)
006760-006771-0103

The Surveyors are requested not to write on or below the space for Committee's Minutes.

A Certificate required if so, to be sent to

Shell Plates - Starboard side.:- Nos.3 & 4 from aft in the 2nd strake below the main sheer strake renewed and Nos.2 & 3 in the next strake below fully doubled.

These plates are all on the wind and water strake in the after held. Other plates were drill tested in No.4 held and found some what reduced but still in efficient condition. The side stringers and plating in the after held were partly scaled at this time and the second stringer, in way of these hull repairs, was largely renewed on each side including its shell connections.

It was recommended that all holds be scaled and further examined at the first opportunity.

All repairs were here tested and made tight on completion.

A. Southwell

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.

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.			
	1st Bower ...															
	2nd "															
	3rd "															
	Collective Weight.															
	Steam															
	Kedge															

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	When and where tested and Superintendent.	
	Length.	Diara.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.
	Iron Stream Chain (or Steel Wire....)													

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.