

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 25th. Feb. 1947. When handed in at Local Office 26th. Feb. 1947. Port of Hong Kong.
No. in Reg. Book 79730 Survey held at Hong Kong Date, First Survey 8th. Nov. Last Survey 19th. February 1947.
(No. of Visits 12)

Suppl. 95194 on the Wood Iron or Steel B.S. Laid
TONNAGE: Built at Middlesbrough By whom Sir Raylton Dixon & Co. Ltd. When 1907
GROSS 2791 Owners T.A. Carpenter & Co. Ltd. Owners' Address
UNDER DK. 2493 Managers Port belonging to Hong Kong
NET 1753

Surveyed Afloat or in Dry Dock? Both Name of Dock Taikoo Dock Destined Voyage
DBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
Capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)
Alterations in the existing records of tanks should be inserted.
All Alterations in the existing records should be underlined.

Report, No. 20597. Port Syd.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to be reported. State clearly the cause of repairs, if any, and, in detail, the nature and extent of repairs. Repairs on account of Damage (the cause of which must be stated) should be reported 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 received in this case).

cases where the Surveyor has not made a special damage report he is required to state whether he offered advice for this purpose and to whom and why they were declined.
Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 4 ins.

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

OR EXAMINATION AS PER RULE, FOR General Examination and Repairs.

DONE.

General Examination: Vessel placed in dry dock, the bottom, keel and rudder cleaned, examined and coated.

General examination made of holds, side tanks, bunkers, structure under boilers, fore and after peaks, machinery spaces, decks, casings ventilators, hatchways and closing appliances, general equipment, steering gear and windlass.

Load Line renewal survey carried out.

Considerable deterioration was noted on stringers, bilge brackets and bulkhead stiffeners in side tanks. Forward keel plates and butt straps were wasted.

were considered satisfactory till next dry docking.

(Contd. overleaf).

DAMAGE REPAIRS:—	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Beams	Inner Bottom Plates	Dk. Plates	Other Items:—
ed								
ed and Fair'd or Repaired								
or Repaired in place								

CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	Good	Good
enings	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt)	Good	Good
ng	Good	Cement or Asphalt	Good	Oil Bunkers	Good	When fitted: Month	Good	Good
In way of sidelights	Good	Rudder	Good	Souppers	Good	Year	Good	Good
es	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Boats	Good	Good
Plating	Good	Windlass	Good	Hatches	Good	Masts, Yards, &c.	Good	Good
been examined internally?	Good	Have pumps been examined and found efficient?	Good	Planking	Good	Condition, how ascertained	Good	Good
been tested?	Good	General examination	Good	Caulking	Good	(State if wedges removed)	Good	Good
	Good	Have Sluice Valves been examined and found efficient?	Good	Treenails	Good	Equipment letter	Good	Good
	Good	Have Watertight Doors been examined and found efficient?	Good	Breasthooks & Stemson	Good	Anchors, No. of	Good	Good
	Good	Have Ventilators and their Coamings been examined and found efficient?	Good	Transoms, Pointers & Crutches	Good	Cables (State if now ranged)	Good	Good
	Good	Air and Sounding Pipes	Good	Timbers of Frame at openings	Good	" length (on board)	Good	Good
	Good	Doubling Plates under Sounding Pipes	Good	" " at other places	Good	" Rule length	Good	Good
	Good		Good	Stringers, Clamps & Shelves	Good	Chain Locker	Good	Good
	Good		Good	Salting	Good	Hawser & Warps	Good	Good
	Good		Good	(State if examined)	Good	Standing and Running Rigging	Good	Good
	Good		Good		Good	Sails	Good	Good

al 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 on 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, 1,33," or "to remain as classed and to have record of survey, 1,33, and the notations of ss No. 1-38."

vessel, so far as now seen, is in efficient condition and eligible, in my opinion, to be

ned as classed for a period of six months with fresh record of survey 2-47, and the notation

of Examined 2-47. (6 months) "Indented plating port bow, C.6 & 7 port side aft, and two floors

n way No.4 D.B. tank port side also No.4 in 3rd. strake below sheer port side forward to be

repaired at first convenient opportunity."

Fee (per Section 29) \$320.00 : Fees applied for, 24/2/ 1947
Repair Fee (If any) \$300.00 :
Telegrams \$16.00 : Received by me, 19
ing Expenses (If chargeable) \$15.00 :
d Surveyor's Fee (If any) :

Committee's Minute

Character Assigned

2.47 H.Kg subject (h & m)
Examined 2.47 - 6 mos

007168-007176-0125

Repairs.

Deck plate doubled in way of hatch access trunk port side fore deck.

No.2 hatch coaming, doubling plate fitted starboard side, full length, in way of steam pipes.

No.3 hatch coaming, doubling plate fitted starboard side, full length.

No.4 hatch coaming, doubling plates fitted at forward and after ends and starboard side forward.

Coamings of access trunks to holds renewed.

Bulwark Plating etc. Fore deck port - 40 feet bulwark plating renewed complete with stays. 24 feet rail renewed.

- Fore deck starboard, 9 feet bulwark plate renewed, 30 feet rail renewed. One doubling plate, 24 ft. x 6", welded to top of bulwark where wasted below rail.

Abreast midship house. port, 45 feet bulwark plating renewed complete with rail and stays, starboard, 6 feet bulwark plating renewed.

After deck port, 26 feet bulwark plating renewed complete with rail and stays.

After deck starboard, 14 feet bulwark plating renewed complete with rail and stays.

Special Reasons List.No.82.

No repairs at this time.

Rivets and seams examined and found tight.

рас

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 Size Mass. Study Mechanical Tests

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

CHAIN CABLES

[illegible]

Iron Stream Chain
or Steel Wire

19 SEP 1947

Resine

Special General Committee
Thursday 2nd October, 1947
Planning Committee's
decisions confirmed

FRI. 1 SEP 1950

Delete Reelcasefr. Contemplated

100

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Lloyd's Register
Foundation