

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 7th Apr. 1954. When handed in at Local Office 7th Apr. 1954. Port of Hong Kong.

No. in Survey held at Hong Kong. Date, First Survey 12th Jan. Last Survey 3rd April, 1954. (No. of Visits 22)

10551 on the ~~Wood, Iron or Steel~~ Single Screw Motorship "FRENULINA"

TONNAGE: GROSS 1038, UNDER DK 702, NET 477. Built at Glasgow By whom A. & J. Inglis Ltd. When 1945 MONTH 11. Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address - (If not already recorded in Appendix to Register Book). Managers - Port belonging to London.

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

CeILD Bor DBa feet; uE & B feet; f feet. total capacity tons. FPT tons; APT tons; MT feet tons.

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.E., if any).
+100A1 with	+LMC 6,49
freebd. 11,52	+LMC(M) 12,51
ssp.N1. - 6,49	DBS 11,52
	TS OG 10,52
Carrying Petroleum in bulk.	

N.B.—All alterations in the existing records should be underlined.

Last Report, No. Port

(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 } 1 ft. 8 ins.

Was a damage report made by anyone else? if so, by whom? CS not required

REPAIRS, OR EXAMINATION AS PER RULE, FOR PERIODICAL SPECIAL SURVEY (C) DUE 6,53, REPAIRS & CONSTRUCTION OF NEW CARGO TANKS INCLUDING ONE ADDITIONAL TANK.

NOW DONE :-

Ship placed in drydock. Shell plating, stern frame and rudder cleaned, examined & coated. Ship undocked 9th April, 1954.

Examined :- Hold, fore and after peak spaces, engine & boiler spaces, under engines and boilers, pump rooms, plating in way of sidelights, cargo suction pipe strums (strums removed), decks, hatchways, covers, supports, tarpaulins, cleats and battening arrangements, anchors, chain cables, chain locker, masts, rigging, steering gear, auxiliary steering gear, windlass, general equipment, pumps, ventilator coamings & covers, air & sounding pipes (striking plates fitted), casings & boats. (Continued Overpage)

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	Good	Good	Good	Good	Good	Good	Good	
Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M.	-	When fitted, Month	-
Caulking of Decks	"	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	-	Year	-
Coamings	"	Cement or Asphalt	Cement Good	Oil Bunkers	Good	Boats	Good	Masts, Yards, &c.	"
Beams & Fastenings	"	Rudder	Good	Scuppers	"	Condition, how ascertained	Dk. & aloft.	Equipment letter	No wedges
Outside Plating	"	Steering gear and its connections	"	Cargo Hatchways	"	(State if wedges removed)	Yes	Anchors, No. of	3 B 1 S
" " in way of sidelights	"	Windlass	"	Hatches	"	Cables (State if now ranged)	Yes	" length 240 F mean diamr.	1 1/2"
Frames	"	Have pumps been examined and found efficient?	Yes	Transoms, Pointers & Crutches	-	" Rule length 240 F size	1-3/8"	Chain Locker	Good
Reverse Frames	"	Have Sluice Valves been examined and found efficient?	-	Timbers of Frame at openings	-	Hawsers & Warps	Good	Standing and Running Rigging	Good
Longitudinals	"	Have Watertight Doors been examined and found efficient?	-	Stringers, Clamps & Shelves	-	Salting	-	Sails	-
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Stringers, Clamps & Shelves	-				
Floors	Good	Air and Sounding Pipes	Good	Salting	-				
Keelsons	"	Doubling Plates under Sounding Pipes	"		-				
Stringers	"				-				
Inner Bottom Plating	"				-				
Have the Tanks been examined internally?	Yes				-				
Have the Tanks been tested?	Yes				-				

## 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."

It is submitted this ship is eligible to remain as classed with record of docking 4,54 and to have the notations of S.S. H.Kg. 4,54 and Cargo Tanks renewed 4,54.

Survey Fee (per Section 29)	\$544.00	Fees applied for,	22/4/1954
New Construction	\$5632.00	Received by me,	19
Special Damage or Repair Fee (if any)	\$500.00		
(per Sec. 29) Cables	\$40.00		
Travelling Expenses (if chargeable)	\$112.00		
Postages	\$21.00		
Second Surveyor's Fee (if any)	\$:		

THURSDAY 17 JUN 1954

Character Assigned: White H.Kg, S.S. H.Kg 4,54(D), +LMC 4,54, DBS 4,54, SPS 4,54. RB note

Surveyor to Lloyd's Register of Shipping

James Alexander, Surveyor

Lloyd's Register Foundation

Is Certificate required? If so, to be sent to 008417-008427-0083 1/2

HULL OF THE M.S. "FRENULINA"

Repairs (Wear & Tear) : clear of cargo tanks.

Shell Plating (ford) : - All plates numbered from forward.

A strake No.1 (starbd) renewed.

A strake No.3 (starbd) after butt cropped & renewed.

A strake No.1 (port) cropped and part renewed in way of stem bar.

D strake No.2 (starbd) faired in place.

E strake No.2 (starbd) faired in place.

Shell Plating (aft) : - All plates numbered from aft.

C strake No.1 (starbd) cropped & part renewed at forward end.

Poop side plate No.1 (starbd) cropped & part renewed.

A strake No.3 (port) faired in place.

Poop side plating (port) Nos.2, 3, 4 & 6 faired in place.

Poop sheer strake plating (port) Nos.3 & 4 faired in place.

Poop side plating (starbd) No.3 faired in place.

Poop sheer strake plating (starbd) Nos.1, 2 & 3 faired in place.

Raised Upper Deck Plating : - (numbered from ford).

Centre strake cropped & part renewed at after end.

Quarter Deck Plating : - (numbered from aft).

Stringer plate (starbd) No.1 renewed (frames 1 to 14).

1st inboard from stringer (starbd) No.2 renewed (frames 1 to 9).

2nd " " " " No.4 cropped & part renewed (frs. 23 to 25).

3rd " " " " No.2 " " " " (frs. 1 to 6).

3rd " " " " Nos.3 & 4 cropped at outbd. landing & part renewed (frs.6 to 27).

3rd " " " " No.5 renewed (frames 27 to 33).

After Peak Tank: -

Forward Bulkhead. Port wing plate renewed (upper strake).

Remainder of upper strake cropped & part renewed approx. 18" below tank top.

All stiffeners renewed or cropped & part renewed as necessary.

Wash bulkhead after plate renewed.

Remainder of wash bulkhead cropped & part renewed at top.

Deep Tank Top : -

Stringer plates, port & starboard, renewed.

1st inboard stbd. side renewed.

Centre strake renewed at forward end.

Masts : - Main mast renewed. After mast.

Rigging : - All rigging renewed.

S. R. L. : - The Rudder trunk side plating had been dealt with prior to this survey. Repairs were examined & found in order.

The chain cable is now in accordance with Rule requirements. These items may now be deleted.

Interim Certificate "B" issued - copy attached. Lloyd's Register Foundation

Freeboard verified and found in accordance with new assigned freeboards.

Examined (Internally) & Tested: -

Fore & after peak tanks, double bottom tanks, oil fuel bunkers & settling tanks, deep tanks, main cargo tanks and cofferdams.

All parts surveyed and found or placed in good condition. All spaces previously cleared, lining, cement and rust removed and cleaned as required.

Steelwork afterwards coated as necessary and lining & cement replaced.

All the Rule requirements for S.S.(C) have now been complied with.

To Complete Special Survey : - Complete.

Note : - The vessel was cut in way of the forward and after cofferdams and all cargo tanks and midship pump room were discarded. New cargo tanks, including one additional tank, were constructed and connected to the forward and after ends of the vessel.

Reports C11 and C11(Comp) have already been forwarded and Reports 1 and 1\* on the new tank section and equipment are forwarded herewith.

Equipment : - A new anchor, 23 cwts. 1 qr. 21 lbs. (Cert. No.75989) was placed on board at this time.

A further new anchor, 21 cwts. 1 qr. 16 lbs. (Cert. No.49899)

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

ANCHORS.

Table with columns: Number of Certificate, Anchors, Weight of Stock, Test per Certificate, Weight Required by Rule, Description of Anchor, Makers, Where and when tested and Superintendent.

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

CHAIN CABLES.

Table with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per rule, Description, Makers of Cables, Where and when tested and Superintendent.

had been placed on board at Singapore and was verified at this time.

The third bower anchor, 21 cwts. 1 qr. 9 lbs. was part of the original equipment of this vessel.

Two lengths of chain cable were condemned at this time and four new lengths were supplied.

( Continued on sheet No. 2 )

gm

See F.E. for sqm. indications. N.B. - If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

0083 1/2