

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16.5.47 When handed in at Local Office 17.5.47 Port of TRIESTE 20.5

No. in Reg. Book 77594 Survey held at Trieste Date, First Survey 27.12.46 Last Survey 22.4.47 (No. of Visits 26)

TONNAGE:- Built at Lübeck By whom Henry Koch When 1907 -

GROSS 1655 Owners E. M. Trattles Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 1438 Managers Port belonging to Hong Kong

NET 972 Surveyed Afloat or in Dry Dock Dry Dock Name of Dock D. Rocco Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler (including date of N.B., if any).

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 seriatim 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. "M" 21/3/47

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 2 ft. 3 ins.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classification. See also Trieste

Rpt. 1 No. 13035. Now done:— Vessel placed in dry dock. The bottom and rudder (lifted) cleaned, examined, found or placed in satisfactory condition and recoated. The shell plating was recoated where necessary, examined internally and externally, hammer tested and all strakes drilled for thickness as recorded in Rpt. 1. A number of rivets were removed during the course of minor repairs and the original workmanship found satisfactory. Anchors and cables ranged and examined.

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

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decks	Good	Good	When fitted, Month Year
Caulking of Decks	Good	Good	Boats
Coamings	Good	Good	Masts, Yards, &c.
Beams & Fastenings	Good	Good	Condition, how ascertained (State if wedges removed)
Outside Plating	Good	Good	Equipment letter
" " in way of sidelights	Good	Good	Anchors, No. of
Frames	Good	Good	Cables (State if now ranged)
Reverse Frames	Good	Good	" length 210 ft. mean diam. 1 1/16"
Longitudinals	Good	Good	" Rule length size
Transverses	Good	Good	Chain Locker
Floors	Good	Good	Hawsers & Warps
Keelsons	Good	Good	Standing and Running Rigging
Stringers	Good	Good	Sails
Inner Bottom Plating	Good	Good	
Have the Tanks been examined internally?	Yes	Good	
Have the Tanks been tested?	Yes	Good	

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."

The requirements of the Rules for Vessels not built under Survey having been complied with, this vessel being now in good condition is eligible, in my opinion, to be classed 100 A— with records of S.S. TRI.-5,47 (DR.), Drydocked 2,47 and fitted for oil fuel (F.P. over 150°F) — 5,47

Survey Fee (per Section 29)	See letter	Fees applied for, 19
Special Damage or Repair Fee (if any) (per Sec. 29)		Received by me, 19
Travelling Expenses (if chargeable)		
Second Surveyor's Fee (if any)		

Committee's Minute ✓

Character Assigned See minute on Tri. F.F. Rpt. no. 13035.

FRID. 13 JUN 1947

John McAfee Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

... to cause it to show through to the other side.

The decks (drilled for thickmen), casings, coamings, chain locker, masts (with wedging), rigging (examined also by competent rigger), general equipment, hatch covers and supports (in position), tarpaulins, cleats and battens, vents with their coamings and covers, steering gear with its rods, chains, pins and sheaves, windlass, hand pump, water tight door, air and sounding pipes (with doublers) were all

ANCHORS.

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

CHAIN CABLES.

Iron Stream Chain
or Steel Wire...

Examined and found as placed in Dater Station,
Condition. Tree board verified and Load line
Certificate Renewal Duly Completed.

Conversion to oil fuel burning
Nos. 2 & 3 Double Bottom Tanks have been adapted for the carriage of oil fuel or water ballast in accordance with the plan amended and approved in the Secretary's letter "E" dated 19th March last. Ceiling and air
(Contd.)

(Contd.)

P.P. "LEE SANG"

Refrains (Wear & Tear)

The fore peak tank top and collision bulk head were doubled locally; the aft peak tank top was doubled completely. In way of bunkers six side frames cropped and part renewed and others fitted with reverse bars. One main deck plate cropped and part renewed in bridge space. Various beam knees, brackets, pillars, run and bounding pipes throughout vessel renewed or faired and refitted as necessary and black rivets in frame connection to knees and brackets renewed. Windlass and steering gear overhauled, steering chains annealed and sheave pins renewed.

Wood &athing on fore deck part renewed.
Doors, side lights and closing appliances
placed in order and other minor repairs effected.
Some corrosion of the rudder main piece was
noted below the 2nd arm from top but
is not considered of significance.