

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 on the Wood, Iron or Steel s.s. LEE SANG Date, First Survey 27.12.46 Last Survey 22.4.47
Survey held at Trieste By whom Henry Koch

Built at Lübeck Owners E.M. Trattles Owners' Address (if not already recorded in Appendix to Register Book).
Managers Port belonging to Hong Kong
Tonnage: GROSS 1655 UNDER DK. 1438 NET 972

Surveyed Afloat or in Dry Dock Dry Dock Name of Dock D. Rocco Destined Voyage
Cell D Bor D Ba feet; u E & 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.B., if any).

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

Bpt. 1 No. 13035.
Now done: - Vessel placed in dry dock. The bottom and rudder (lifted) cleaned, examined, found 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 Bpt. 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

Decks	good	Bulkheads	good	Engine Room Skylights	good	Copper, or Y.M. (State if on Felt.)	
Caulking of Decks	good	Ceiling	good	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	Year
Coamings	good	Cement or Asphalt	good	Oil Bunkers	-	Boats	good
Beams & Fastenings	good	Rudder	good	Scuppers	good	Masts, Yards, &c.	good
Outside Plating	good	Steering gear and its connections	good	Cargo Hatchways	good	Condition, how ascertained (State if wedges removed)	And by Rigging
" " in way of sidelights	good	Windlass	good	Hatches	good	Equipment letter	42
Frames	good	Have pumps been examined and found efficient?	good	Planking	/	Anchors, No. of	3 B 1 S
Reverse Frames	good	Have Sluice Valves been examined and found efficient?	-	Caulking	/	Cables (State if now ranged)	42
Longitudinals	-	Have Watertight Doors been examined and found efficient?	yes	Treenails	/	" length 210 ft. mean diam. Min. 1 9/16"	
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson	/	" Rule length size	-
Floors	good	Air and Sounding Pipes	good	Transoms, Pointers & Crutches	/	Chain Locker	good
Keelsons	good	Doubling Plates under Sounding Pipes	good	Timbers of Frame at openings	/	Hawsers & Warps	good
Stringers	good			Stringers, Clamps & Shelves	/	Standing and Benning Rigging	good
Inner Bottom Plating	good			Salting (State if examined.)	/	Sails	-
Have the Tanks been examined internally?	yes						
Have the Tanks been tested?	yes						

General Observations, Opinion as to Class, Recommendation, &c.:-

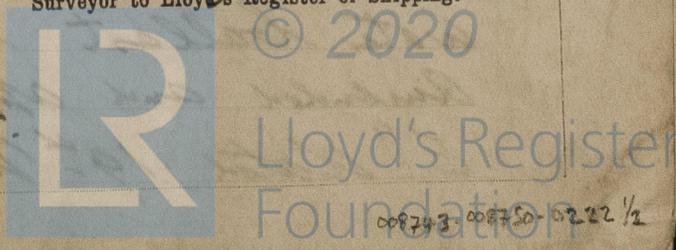
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example: - "to remain as classed in the Register Book without fresh record of Survey," "to remain as 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."

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

Fees applied for, Received by me, 19

Survey Fee (per section 29)	19
Special Damage or Repair Fee (if any) (per Sec. 29)	See letter
Travelling Expenses (if chargeable)	£
Second Surveyor's Fee (if any)	£

Committee's Minute ✓
Character Assigned See minute on Tri. F.F. Rpt. no. 13035.
FRI. 13 JUN 1947
John McAfee
Surveyor to Lloyd's Register of Shipping.



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The holds, tween decks, peaks, bunkers, engine and boiler rooms were cleared for survey, ceiling removed as found necessary, a number of cement chocks cut out, and all pipe casings removed. The steelwork was scaled and recoated where necessary, and examined throughout, special attention being given to the plating in way of sidelights and openings in shell.

The double bottom and fore and aft peak tanks were examined internally, the cement being part cut away for examination of structure. On completion of work the tanks were tested by head of water to Rule requirements and found satisfactory.

The decks (drilled for thickness), casings, coamings, chain locker, masts (with wedging), rigging (examined also by competent rigger), general equipment, hatch covers and supports (in position), tarhauls, 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

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

ANCHORS.													
Number of Certificate.	Anchors.*	WEIGHT EX. SPOCK.			WEIGHT OF SPOCK.			TEST PER CERTIFICATE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons	Owts.	qrs.			
	1st Bower ...												
	2nd "												
	3rd "												
	Collective Weight.												
	Stream												
	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. Fathoms.	Diam. Ins.	Statutory. Tons.	Breaking. Tons.	Supplied.		Per Rule.					
					Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Fathoms.	Ins.

examined and found or placed in satisfactory condition. Freeboard verified and Load line Certificate renewed Survey 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.)

D.D. "LEE SANG"

And sounding pipes have all been fitted in accordance with the Rules. The tanks were tested to the maximum service head after attachment of all fittings, the oil tight surfaces closely examined and all found satisfactory.

Repairs (wear & tear).
 Shell:— B Strake port nos. 9 & 10 cropped at aft and forward ends respectively and one new plate fitted between with welded butts and riveted back straps. F Strake No. 9 port fitted with riveted doubling plate where locally scrubbed. Doubling plates welded to aft end of keel. On the fore on the side plating two doubling plates were welded on the port side and one on the starboard side. On the bridge side plating three doubling plates were welded on the port side and one on the starboard side. A number of shell rivet points were electrically welded also edge to edge butts of keel plates and some beams (locally) in D and F Strakes forward.

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 other fitted with reverse bars. One main deck plate cropped and part renewed in bridge space. Various beam knees, brackets, pillars, air and sounding pipes throughout vessel renewed or failed and repaired 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 sheathing on fore deck part renewed. Doors, sidelights 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.

J.M.'s