

COPY.

Lloyd's Register of Shipping.



Port Hong Kong

6th. April 1940.

This is to Certify that

T. S. MORRISON

the undersigned Surveyor to this Society did at the request of the Owners' Representative survey the S.S. "FAUSANG" of Hong Kong, 2256 Gross Tons, No.24391 in the Register Book, on the 28th. March 1940 and subsequently whilst the vessel lay in dry dock at Cosmopolitan Dock, Hong Kong, for the purpose of ascertaining the nature and extent of damage stated to have been caused by the Tug "TUN MARU" while towing two lighters, colliding with the vessel's rudder at Tongku on the 15th. March 1940. Vessel was surveyed by the Surveyor to this Society at Tientsin where temporary repairs were effected.

For further particulars see Log Books and Tientsin Surveyor's report dated 21st. March 1940.

The undersigned upon examination.

FOUND.

Rudder set over to Port about 12° and rudder plate bent.

RECOMMENDED.

Rudder to be completely removed from vessel and to be tested for alignment and repaired as found necessary, steering gear to be examined and chains to be tested.

Upon examination, after rudder was removed, the rudder stock was found bent and slightly twisted, rudder plate and one arm bent and gudgeons out of line and following repairs were recommended :-

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

"While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly executed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances whatever to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

S. S. "RAUSANG"

- (1) Rudder stock to be straightened and annealed, coupling to be faced up and new coupling bolts fitted, keyways for quadrant and tiller to be built up and new keyways cut.
- (2) Rudder plate to be removed, faired and replaced and one rudder arm to be faired in place, coupling of main piece to be faced up.
- (3) Gudgeons in stern frame to be bored out in line and rebushed, top and bottom pintles to be renewed.
- (4) Deck gland to be repacked.
- (5) Steering chains to be repaired and tested.
- (6) One guide block to be rebushed.

The above recommendations have now been satisfactorily carried out and steering gear tested under working conditions.

NOTE:- The electric welding repair to the top gudgeon on stern frame, carried out at Tongku, was examined and hammer tested and found satisfactory, but it is recommended that this gudgeon be specially examined at next dry docking.

H. S. Morrison

Surveyor to Lloyd's Register.



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