

COPY. ^{UNCLASSIFIED}
SIGNON No. ~~11111~~

17 JUN 1950

Lloyd's Register of Shipping.



Port of Hong Kong

12th April, 1950

apt. A/c No. 762.

\$ 500.00
\$ 20.00

+100 A1

total \$ 520.00
Wh. April, 1950.

This is to Certify that

F. B. GILL

undersigned Surveyor to this Society did at the request of Owners' Representative, attend on board the S.S. "COLON" of 3116 tons gross, whilst lying on the slipway at Hong Kong on the 28th March, 1950 and subsequent dates for the purpose of ascertaining the nature and extent of Damage stated to have been sustained as a result of striking an unknown obstruction on the 10th October, 1949 whilst on a voyage from Ocksen Island to Matsushima.

Extract of Log Book:-

- Strong wind & rough sea, heavy swell. Vessel cross at Tung Yung awaiting for daylight.
- Tung Yung S63° WT10' off Course variable for approach White Dog.
- Took in log.
- Vessel felt to touch some obstruction.
- Reduced speed.
- Stopped engine.
- Let go both anchors.
- Engine (room) reported No.4 Port fresh water tank salt up and water coming through sounding pipe. No.4 starboard alright. Vessel sounded all around and increase shown in

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-
The Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed. It is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances 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 Surveyors or any Member thereof, or the Surveyors, or other Officers or Agents of the Society.

S.S. "COLON" - continued.

bilges. No.5 showed slight brackishness in fresh water.
No.5 F.W. transferred to F.P. and No.4 starboard.

It was reported that later on a mat was secured over the hole into No.4 Port tank and a cement box fitted over it before the vessel proceeded.

The undersigned, upon examination, found damage and recommended repairs as follows:-

FOUND

RECOMMENDED

Plates and frames numbered from aft.

Port Side:-

"A" strake plate No.4 indented and scored at forward end in way outboard seam.

To be cropped three frame spaces aft of forward butt and longitudinally and part renewed.

"A" strake plate No.5 set up between floors at after end and badly scored & indented at after end in way outboard seam.

After end to be cropped three frame spaces forward of after butt and longitudinally and part renewed. Remainder of plate to be faired in place.

"B" strake plate No.5 badly indented and scored in way inboard seam over midlength.

Midsection of plate to be cropped between Frames No.35½ & 40½ and longitudinally and inboard section to be renewed.

"B" strake plate No.6 sharply indented and scored locally at after end.

Doubling plate to be fitted and welded.

"D" strake plate No.5 after end holed and indented.

To be cropped approximately half length and after end to be renewed.

Starboard Side:-

"A" strake plate No.4 badly indented all over.

To be renewed.

"A" strake plate No.5 badly indented and scored at after end.

To be cropped about four frame spaces forward of after butt and after section to be renewed.

"A" strake plate No.9 badly indented and scored over forward half.

To be cropped, Frames No.80-81 and forward section to be renewed.

"A" strake plate No.10 after rivetted butt lap scored.

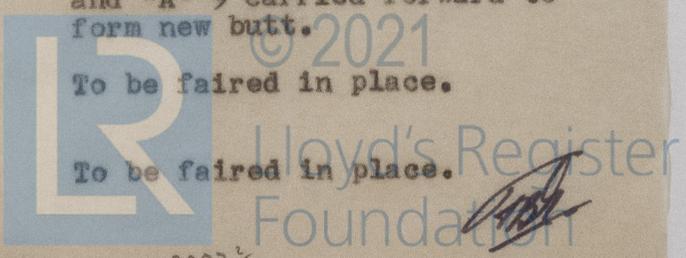
To be cropped forward of lap and "A" 9 carried forward to form new butt.

"B" strake plate No.4 inboard edge forward wavy.

To be faired in place.

"B" strake plate No.5 inboard edge wavy.

To be faired in place.



S.S. "COLON" - continued.FOUNDRECOMMENDEDInternals:-Port Side:-

Shell frame No.34 slightly distorted.	To be faired in place.
Floor on frame No.34 slightly distorted.	To be faired in place.
Shell Frame No.35 slightly distorted.	To be faired in place.
Floor on Frame No.35 slightly distorted.	To be faired in place.
Shell Frame No.36 buckled in way "A" & "B" strake damage.	To be cropped, removed, faired and refitted.
Floor on Frame No.36 distorted.	To be faired in place.
Shell Frame No.37 slightly distorted.	To be faired in place.
Floor on Frame No.37 slightly distorted.	To be faired in place.
Shell Frame No.38 buckled in way "A" & "B" strake damage.	To be cropped, removed, faired and refitted.
Floor on Frame No.38 distorted.	To be faired in place.
Shell Frame No.39 buckled in way "A" & "B" strake damage.	To be cropped, removed, faired and refitted.
Floor on Frame No.39 slightly distorted.	To be faired in place.
Shell Frame No.40 slightly distorted.	To be faired in place.
Shell Frame No.66 buckled in way "D" 4 plate damage.	To be cropped and part renewed.
Floor on Frame No.66 badly distorted at bottom.	To be cropped about half height and part renewed.
Shell Frame No.67 slightly distorted.	To be faired in place.
Shell Frame No.68 slightly distorted.	To be faired in place.
Double bottom tank margin angle in way "D" 4 plate distorted.	To be cropped and part renewed.



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Lloyd's Register
Foundation

S.S. "COLON" - continued.

FOUND

Starboard Side:-

Shell Frame No.30 slightly distorted in way "A" & "B" strake common seam.

Shell Frame No.31 buckled in way "A" strake.

Floor on Frame No.31 slightly buckled.

Shell Frame No.32 buckled in way "A" strake.

Floor on Frame No.32 buckled.

Shell Frame No.33 buckled in way "A" strake.

Floor on Frame No.33 buckled.

Shell Frame No.34 buckled in way "A" strake.

Floor on Frame No.34 buckled.

Shell Frame No.35 buckled in way "A" strake.

Floor on Frame No.35 buckled.

Watertight floor on Frame No. 36 slightly distorted.

Shell frame No.37 buckled in way "A" strake.

Floor on Frame No.37 buckled.

Shell Frame No.38 buckled in way "A" strake.

Floor on Frame No.38 slightly distorted.

RECOMMENDED

To be faired in place.

To be cropped, removed, faired and refitted.

To be faired in place.

To be cropped, removed, faired and refitted.

To be cropped about half height, bottom section to be removed, faired and refitted.

To be cropped, removed, faired and refitted.

To be cropped about half height, bottom section to be removed, faired and refitted, remainder to be faired in place.

To be cropped, removed, faired and refitted.

To be cropped about half height, bottom section to be removed, faired and refitted, remainder to be faired in place.

To be cropped, removed, faired and refitted.

To be cropped about half height, bottom section to be removed, faired and refitted, remainder to be faired in place.

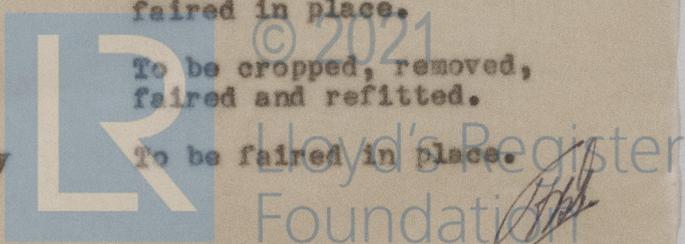
To be faired in place.

To be cropped, removed, faired and refitted.

To be cropped about half height, bottom section to be removed, faired and refitted, remainder to be faired in place.

To be cropped, removed, faired and refitted.

To be faired in place.



S.S. "COLON" - continued.

FOUND

Shell Frame No.39 buckled in way "A" strake.

Floor on Frame No.39 slightly distorted.

Shell Frames No.82, 83, 84 & 85 slightly distorted in way "A" strake.

RECOMMENDED

To be cropped, removed, faired and refitted.

To be faired in place.

To be faired in place.

It was further recommended that all repairs be tested as necessary upon completion and all steelwork, new or disturbed on account of these damages and/or repairs be recoated upon completion of repairs as originally. All cement broken or disturbed on account of these damages and/or repairs to be refitted as originally.

All these repairs were carried out in a satisfactory manner by Messrs. Taikoo Dockyard & Engineering Co. of Hong Kong, Ltd.

Repairs commenced 29th March, 1950.

Repairs completed 5th April, 1950.

Vessel placed on slipway 27th March, 1950.

Vessel unslipped 5th April, 1950.

The cost of these repairs amounted to the following:-

Repairs to steelwork	HK\$ 22480.00
Slipping & slip hire	" 4805.44
Washing down & painting including paint	" 2595.74
Supplying fresh water	62.50
Towage	1895.00
	<u>HK\$ 31838.68</u>

Dollars Hong Kong Currency Thirty One Thousand, Eight Hundred Thirty Eight and cents sixty eight only and these charges are considered fair and reasonable.

