

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18th Nov., 53. When handed in at Local Office 18th Nov., 19 53. Port of HONG KONG
No. in Survey held at HONG KONG Date, First Survey 4th Nov. Last Survey 17th November, 19 53
Reg. Book. 1951 on the ~~XXXXXX~~ Steel S.S. "ADELINA" (ex "MEMBAU") (No. of Visits 7)

TONNAGE :- Built at Troon By whom Ailsa S.B. Co., Ltd. When 1945 MONTH 7
SS 553.89 Owners Shun Cheong Navigation Co., Ltd. Owners' Address -
DER DR 490.07 (If not already recorded in Appendix to Register Book)
251.45 Managers - Port belonging to Hong Kong
on Slipway Both Name of Dock Wing On Shing Destined Voyage -
eyed Afloat or in Dry Dock? Both Name of Dock Wing On Shing Destined Voyage -
DBor DBa feet; uE & B feet; f feet
capacity tons. FRT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.
N.B. - All alterations in the existing records should be underlined.

st Report, No. 11705 Port H. Kg.

Real Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations 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 placement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

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 Damage Report Society's Freeboard (if assigned) as 6 ft. 0 1/2 ins. painted on Ship and now verified

issued by the undersigned Was a damage report made by anyone else? if so, by whom? -

IRS, OR EXAMINATION AS PER RULE, FOR DOCKING SURVEY, REPAIRS, DAMAGE REPAIRS & ALTERATIONS FOR INCREASED DRAUGHT.

DONE :-

For Docking :- Vessel placed on slipway, the shell plating, stern frame & rudder cleaned, examined, found or now placed in good condition & recoated.

Decks, hatchways, hatches & supports, vents, coamings, casings & skylights, windlass, steering gear & general equipment examined generally and found or now placed in good condition.

Repairs (Wear & Tear) :-

Shell Plating :- E strake No.10 (from aft, starbd. side) renewed. (P. T. O.)

RY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams Tank End	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed or part renewed ...	9			1	1			Side girders cropped & part renewed.
or part removed		16		10				
removed and Fairled or Repaired								
Fairled or Repaired in place ...	3	1		2				

CONDITION OF THE	Good	Bulkheads	Engine Room Skylights	Good	Copper, or Y.M.
of Decks	"	Celling	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)
"	"	Cement or Asphalt	Oil Bunkers	"	When fitted, Month Year
Fastenings	"	Rudder	Scuppers	"	Boats
Plating	Good	Steering gear and its connections	Cargo Hatchways	Good	Good
" in way of sidelights	"	Windlass	Hatches	"	Masts, Yards, &c.
"	"	Have pumps been examined and found efficient?	Planking	"	Condition, how ascertained From Deck
"	"	No	Caulking	"	(State if wedges removed.)
"	"	Have Sluice Valves been examined and found efficient?	Treenails	"	Equipment letter
"	"	No	Breasthooks & Stemson	"	C 18
"	"	Have Watertight Doors been examined and found efficient?	Transoms, Pointers & Crutches	"	16
"	"	No	Timbers of Frame at openings	"	Anchors, No. of
"	"	Have Ventilators and their Coamings been examined and found efficient?	" at other places	"	Cables (State if now ranged)
"	"	Yes	Stringers, Clamps & Shelves	"	" length mean diamr.
"	"	No	Sailing	"	(on board.)
"	"	No	State if examined.	"	" Rule length size
"	"	No		"	Chain Locker
"	"	No		"	Hawsers & Warps
"	"	No		"	Standing and Running Rigging
"	"	No		"	Sails

al 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 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 as No. 1-38."

This vessel, so far as now seen, is in good & efficient condition & eligible, in my opinion, to be continued as classed with fresh record of Docking Survey 11,53.

on, to be continued as classed with fresh record of Docking Survey 11,53.

Docking	\$200.00	Fees applied for,	18/11/19 53.
on Increased Draught	\$400.00	Received by me,	19
Tonnage	\$300.00		
Damage or Repair Fee (if any)	\$300.00		
Cables	\$105.00		
Travelling Expenses (if chargeable)	\$35.00		
S.F.	\$62.50		
Second Surveyor's Fee (if any)			

Committee's Minute

Character Assigned Amend class to :- BS* with freeboard, For Indonesian Archipelago Service

Deferred for S.S. (by 10,54) but 11,53 H. Kg (with endorsement)

Port of

Continuation of Report No. 11744 dated 18th November, 1953 on the

Repairs (Wear & Tear) :- Continued

1st strake inboard from stringer, starbd. side,
cropped & part renewed between frames $60\frac{1}{2}/65\frac{1}{2}$.

2nd strake inboard from stringer, port & starbd.
sides, cropped & part renewed between frames 61½/65.

Centre strake cropped & part renewed between frames

All new butts welded.

Note :- The shell and deck repairs abovementioned were not recommended to be carried out at this time but were put in hand by the Owner as alterations for increased tonnage space were being carried out in way.

Alterations for Increased Draught :-

Please refer to the Secretary's letter dated 21st October, 1953.

Tonnage hatch coaming removed and deck aperture plated over.

One deck beam fitted between girders in way of previous
tonnage hatch.

Weather deck hatch coamings increased to 24" in height

utilizing existing stiffeners and battening arrangements. New stiffeners fitted at forward & after ends of main hatches. Flanged brackets fitted

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

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TWT PER CERTIFICATE.			WEIGHT REQUIRED BY RUL.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	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.

[illegible]

from stiffeners to deck, maximum spacing 6'-0".

One web frame fitted in each hold, port & starboard sides,
on frames No.33 and 51.

Hold bulkhead stiffeners on bulkhead 25 reinforced by a 3" x 5/16" flat face bar extended to overlap the end brackets.

Cargo port doors in tween deck removed and apertures permanently closed by fitting welded plates. Aperture frame retained and one vertical angle frame fitted at centre.

(Continued on sheet 2). *fac.*

Alterations for Increased Draught :- Continued

Overboard 5" diameter scuppers from the tonnage space removed and deck & shell openings permanently closed.

Galley sink discharge fitted with screw down automatic non-return valve controlled from the upper deck and fitted with indicator.

All overboard discharges from the tween decks, 4 p, 3 s,
permanently closed.

Scupper from after alleyways, p & s, led to engine room.

New scuppers from after end of new tween deck, port & starbd.,
led to engine room & fitted with self closing cocks.

Six scuttle ports, 3 p 3 s, in tween deck aft, removed and apertures permanently closed.

Escape hatches, p.&s. aft, to crews quarters, coamings removed and deck openings permanently closed.

All weather deck hatch covers had been renewed at 2-3/8", the
tween deck frames attached to deck and the upper deck reinforcing flat bars
welded to deck prior to this survey (Hong Kong Report No. 11705).

Alterations for Increasing Tonnage Space :-

Tween deck bulkhead on frame 59 removed.

Tween deck bulkhead on frame 25 removed from boiler room casing
to shell, port & starbd. sides.

58. Tween deck web frames fitted, port & starbd., on frames 25 &

Bulkhead on frame No. 59 - door opening permanently closed and additional stiffener fitted in way.

Steel casing, port & starboard sides, on frame 15 between boiler room casing & shell, removed and replaced by bulkhead removed from frame 25. Casing of boiler room in way of tween deck made watertight, additional stiffeners fitted and existing stiffeners reinforced - maximum spacing now 15" (please see Hong Kong's cable dated 6th November and London's reply of that day). (See Dubouard Correspondence)

Casing between new bulkhead & boiler room casing removed, including door frame, and replaced by casing and stiffeners equivalent to tween deck bulkhead.

Sketch plan showing alterations forwarded herewith.

Damage due to vessel striking a submerged object in Hainan Straits on 29th October, 1953, voyage Haiphong to Hong Kong.

For further particulars please see copy of Special Damage Report issued by
the undersigned.

Damage to keel and bottom plating, internals etc. in way of No.2 starbd.
wing double bottom tank, No.3 port centre & starboard double bottom tanks and Machinery
Space.

Damage Repairs :- All plates & frames numbered from forward.

Keel plate No.3 cropped approximately 10 ft. from forward butt and part renewed.

" " No.4 renewed.

Port A strake Nos.3, 4 & 5 renewed.

" A " No.6 cropped approximately 3'-6" from after butt & part renewed.

" B " No.7 fired and faired in place.

Starbd. A strake Nos.3 & 6 fired and faired in place.

" A " Nos.4, 5 & 7 renewed.

Internals :- (port outboard tank).

Frames No.31 to 37 removed, faired and refitted.

Floor No.33 cropped, " , " " "

" No.37 fired and faired in place.

Internals :- (centre tank port side).

Frames No.26 to 35 removed, faired and refitted.

Outboard brackets on skeleton floors Nos. 27, 28, 30, 31, 32, 34 & 35 removed, faired and refitted.

Floor on frames No.29 & 33 cropped, removed, faired and refitted.

Internals :- (centre tank starbd. side).

Frames Nos.26, 27, 28 & 30 removed, faired and refitted.

Frame No.29 fired and faired in place.

Internals (starboard outboard tank) :-

Frames No.35 & 36 removed, faired and refitted.

Inboard bracket on skeleton floor No.35 removed, faired and refitted.

Internals (Engine Room port side) :-

Frames Nos.15, 16, 23 & 24 cropped, removed, faired and refitted.

Floor No.23 fired and faired in place.

Floor No.24 cropped, removed, faired and refitted.

Side Girders (port & starbd.):-

Cropped as necessary at bottom and new sections welded to girder & shell.

Tank End (frame No.25) :-

Cropped & part renewed including shell angle.

All repairs satisfactorily tested on completion.

Note :- Depth from top of deck at side to bottom of keel checked at this time & found to be 17'-7". Corresponding draft by measurement 17'-7" less summer freeboard 6'-0 $\frac{1}{4}$ " = 11'-6-3/4".

ENDORSEMENT :- No repairs to indented shell plating (s.s.) at this time.

Interim Certificate issued as per copy attached.

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Foundation