

19 NOV. 1962

Ship's Name ~~SS~~MS "SANTA FORTUNA"

Gross tons 10061.

Is there a rpt. 9? Yes.

Port HONG KONG.

Rpt. No. 17345.

No. of visits 3

First date 19-10-62.

Last date 1-11-62.

Interim Cert. issued &amp; copy herewith? Yes.

Damage rpt. issued &amp; copy herewith? No.

Last rpt. (H.Q. only)

Date of completing rpt. 10-11-62.

Surveyed at, if different from Port above --

Surveyed afloat and/or in D.D. Afloat.

Last date of examination in D.D. --

Has a Load Line Survey been held? No.

Freeboard Marks verified --

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) No.

Survey fees

Damage fee

Expenses

Charge on Report 9.A.

S.A. fee

I have surveyed the above ship in accordance with the Rules for Conversion for carriage of vegetable oils in Nos.2 & 3 Centre and Nos.3, 4, 5, 6 & 7 port and starboard Wing Cargo Tanks.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

Vegetable oil was to be carried in Nos.2 & 3 centre and Nos.3, 4, 5, 6 & 7 port and starboard wing tanks and pumped out by the ship's cargo pumps using the cargo pipe lines. These cargo pipe lines had been cleaned at this Port and it was necessary to make arrangements to pump out ballast water required in Nos.1, 4, 5 & 8 centre tanks without using cargo pumps and pipe lines.

(Contn. over)

I recommend that this ship remain as classed ~~with~~ without fresh record of dry docking, but with the notation +100A1 Oil Tanker Carrying oil F.P. above 150°F.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

FRIDAY - 4 JAN 1963

Minute

Amend class to: - +100A1 "Oil Tanker  
F.P. above 150°F."

Without spl. edn (w)

James A. Anderson.

Surveyor to Lloyd's Register of Shipping

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(Contn.)

Bilge suction pipes, with valves at bulkheads, were installed in Nos.1, 4 & 5 tanks, No.1 being led to the forward bilge pump and Nos.4 & 5 to the stripping pump in midship pump room. No.8 tank had an existing suction line to the steam ejector.

*Jan*

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

| SUMMARY OF DAMAGE REPAIRS      | SHELL PLATES | FRAMES | DECK PLATES | BEAMS | OTHER ITEMS |
|--------------------------------|--------------|--------|-------------|-------|-------------|
| Renewed                        |              |        |             |       |             |
| Removed and faired or replaced |              |        |             |       |             |
| Faired or repaired in place    |              |        |             |       |             |
|                                |              |        |             |       |             |



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