

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 25th Feb. 1952. When handed in at Local Office... 29th Feb. 1952. Port of Hong Kong.  
 No. in Survey held at Hong Kong. Date, First Survey 27th Nov. 51 Last Survey 11th Feb. 1952.  
 Reg. Book. 23351 on the ~~Woolly Iron~~ Steel Single Screw Steamer "PROSPER" (No. of Visits 35)

Tonnage: — Built at Hong Kong. By whom H.K. & Whampoa Dock Co. Ltd. When 1917. Month 12.  
 GROSS 2232 Owners D/S A/S Produce Owners' Address —  
 UNDER DK 1786 Managers J. Odland, S.S. Port belonging to Haugesund.  
 NET 1377

Surveyed Afloat or in Dry Dock? Both. Name of Dock Taikoo Dock. Destined Voyage —  
 Cell DBor DBa feet; uE & B feet; f feet  
 total capacity tons. FPT 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.

Last Report, No. 10334 Port H.K.

CHARACTER		Machinery and Boiler Surveys (Including date of N.B., if any).	
* for Special Survey. Date of last Survey and of Periodical Surveys.			
+100A1	1,51	+LMC	11,48
		BS	10,50
ssH.Kg.-11,48(Dr)		TS CL	10,49

Periodical Surveys, when held, must be reported in detail and serially 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.

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 9 1/2 ins.

Was a damage report made by anyone else? if so, by whom? —

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey, Freeboard Renewal & Conversion to Oil Fuel.  
 NOW DONE : —

Vessel placed on a slipway, bottom & shell plating, stern frame & rudder cleaned, examined, found or now placed in good condition and recoated.

Examined :- Holds, tween decks, fore & after peak spaces, bunkers, machinery spaces, structure & plating under engines & boilers, ash shoots (blanked), plating in way of skylights, decks, hatchways, covers, supports, tarpaulins, cleats & battening arrangements, anchors, chain cable, chain locker, masts (wedges removed), rigging, steering gear (main & auxiliary), windlass, general equipment, water tight doors, ventilators, coamings & covers, air and sounding pipes (striking plates or equivalent fitted), casings, cargo battens & boats.

Freeboard Renewal Survey held. (P. T. O.)

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good	Ceiling	Good	Coal Bunkers	Good	(State if on Felt.)	When fitted, Month - Year
Caulking of Decks	"	Cement or Asphalt	Good	Oil Bunkers	Good	Boats	Good
Coamings	"	Rudder	Good	Scuppers	"	Masts, Yards, &c.	"
Beams & Fastenings	"	Steering gear and its connections	"	Cargo Hatchways	"	Condition, how ascertained	From aloft
Outside Plating	"	Windlass	"	Hatches	"	(State if wedges removed.)	Yes
" " In way of sidelights	"	Have pumps been examined and found efficient?	Yes	Planking	-	Equipment letter	r
Frames	"	Have Sluce Valves been examined and found efficient?	-	Caulking	-	Anchors. No. of	3 B 1 S
Reverse Frames	"	Have Watertight Doors been examined and found efficient?	Yes	Treenalls	-	Cables (State if now ranged)	Yes
Longitudinals	"	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stems	-	" length 240 mean diamr.	1-5/8
Transverses	"	Alr and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	" Rule length 240 size	1-12/16
Floors	"	Have the Tanks been examined internally? Yes	Yes	Timbers of Frame at openings	-	Chain Locker	Good
Keelsons	-	Have the Tanks been tested? Yes	Yes	" " at other places	-	Hawsers & Warps	"
Stringers	Good	Doubleing Plates under Sounding Pipes	Yes	Stringers, Clamps & Shelves	-	Standing and Running Rigging	"
Inner Bottom Plating	"			Salting	-	Sails	

### 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 vessel is in good condition & eligible in my opinion, to remain as now classed with fresh record of Docking Survey (H.K.) 1,52 & Special Survey (H.K.) 2,52 and with added notation in the Register Book "Fitted for oil fuel 2,52 F.P. above 150°F."

Survey Fee (per Section 29)	S.S.	\$ 2300.00	Fees applied for,	15/2/ 1952.
	O.F. Con.	\$ 1400.00	Received by me,	10
Special Damage or Repair Fee (if any) (per Sec. 29)		\$ 700.00		
Travelling Expenses (if chargeable)	S.F.	\$ 45.00		
Second Surveyor's Fee (if any)		\$ 20.00		

Committee's Minute TUES. 22 APR 1952  
 Character Assigned 1.52 H.Kg (delete each element)  
 H.Kg. 2.52 + LMC 2.52 S(N) 1.52  
 Fitted for oil fuel 2.52 F.P. above 150°F  
 CERTIFICATE WRITTEN.



179 MAR 1952

my

If so, in the Report sent now, or when will it be sent?

20m, 348—Transfer Ink. (MADE IN NORWAY)

NORWEGIAN

11579-01585-0080/4

cert

HULL OF THE S.S. "PROSPER"

Repairs on account of Wear & Tear : - Contd.....

Starbd side :

Strake G plates Nos.2, 3 & 8 renewed, No. 5 cropped & part renewed & Nos.13 & 14 faired in place.

Strake H plate No.7 renewed.

Strake J plate No.8 renewed.

Strake L plate No.11 renewed, & Nos.3, 4, 10 & 14 cropped & part renewed.

Strake M 3, 4, 5, 6 & 7 cropped & part renewed and No.10 renewed.

Spirketting plate renewed.

Frames & Reverse Frames & Margin Brackets (No. from aft) : -

Port side:

Nos.14, 58, 60, 68, & 72 frames cropped & part renewed.

Nos.14, 15, 16, 17, 18, 19, 20, 21, 26, 27, 32, 34, 36, 38, 42, 43, 44, 45,

46, 47, 48, 59, 62, 64, 66, 74, 76, 77, 78, 79, 80, 82, 83, 84,

85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98 & 99

reverse frames cropped & part renewed.

Nos.77, 79, 82, 83, 84, 85, 86, 88, 90, 91, 92, 93, 97, 98 & 99 tank margin brackets renewed.

Starbd side:

Nos.46, 47, 65, 120, 123 & 124 frames cropped & part renewed.

Nos.14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 26, 28, 32, 33,34,39, 40, 41,

42, 44, 45, 46, 47, 48, 49, 50, 66, 74, 75, 76, 78, 79, 80, 82,

83, 85, 86, 87, 123, & 124 reverse frames cropped & part renewed.

Nos.14, 18, 19, 20, 21, 23, 42, 44, 45, 47, 48, 50, 56, 65, 79, 82, 83, 85,

86 & 87 renewed.

Decks, Hatch Coamings & Stiffeners : -

No.1 Hatch - 1 coaming plate renewed, 2 doubled & 2 stiffeners renewed.

No.2 Hatch - 2 coaming plates renewed, 1 doubled, 1 stiffener renewed & 1 part renewed.

No.3 Hatch - 3 coaming plates renewed.

3 stiffeners renewed.

No.4 Hatch - 2 coaming plates renewed.

1 coaming plate doubled.

1 stiffener part renewed.

General - Beams & supports overhauled & refitted in good order.

130 new hatch covers supplied & fitted & 40 placed on board as spare.

Forecastle Deck : -

Wood sheathing part lifted & 2 forward centre deck plates below windlass renewed.

Promenade Deck (midships) : -

Port side Accommodation wood deck lifted, 1 deck plate renewed & 3 deck plates cropped & part renewed.

Cement on bottom found adhering satisfactorily. Complete drilling not considered necessary at this time but shell & deck plating drilled and scantlings checked as required.

Examined Internally & Tested : -

Fore & after peak tanks & all double bottom tanks.

All spaces cleared, ceiling lifted, steelwork scaled & recoated.

Holds scaled & recoated.

All Rule requirements for Special Survey "C" have been complied with at this time.

Vessel undocked 17th January, 1952.

Repairs on account of Wear & Tear : -

Shell plates Numbered from aft.

Stem shoe fitted.

Port side Strake B plate No.6 cropped & part renewed.

Strake D plate No.6 cropped & part renewed.

Strake E plate No.1 renewed, Nos.8 & 12 cropped & part renewed & No.12 part faired in place.

Strake F plate Nos.4, 5 & 11 renewed.

Strake G plate Nos.2, 5, 6 & 7 renewed and Nos.10 & 11 cropped & part renewed.

Strake H plate Nos.7 & 11 renewed.

Strake J. 14 indented & faired in place.

Strake K plate Nos.15 & 16 indented & faired in place.

Strake L plate Nos.3 & 8 renewed & Nos.4, 5 & 10 cropped & part renewed.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT EX. STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY RULE.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.			
	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.	Where and when tested and Superintendent.	
	Length.	Diam.	Stretcher.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
	Fathoms.	Ina.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Ina.

Strake M plate Nos.3, 4, 5, 6 & 7 cropped & part renewed.

Spirketting plate renewed.

Starbd side :

Strake C plate No.3 renewed.

Strake D plates Nos.1 & 2 renewed.

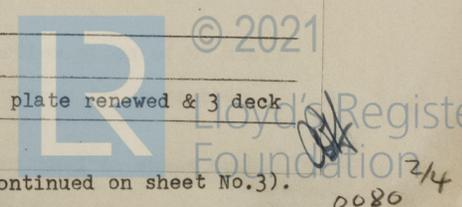
Strake E plates No.9 renewed, Nos.7 & 8 cropped & part renewed & Nos.10 & 12 faired in place.

Strake F plates Nos.5 & 11 renewed, Nos.2 & 3 cropped & part renewed & Nos.12 & 13 faired in place.

(Continued on sheet 2).

B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much dampened as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



HULL OF THE S.S. "PROSPER"Upper Deck : -

Bow &amp; 4 centre line deck plates renewed.

Port side: 1 stringer plate renewed & 4 cropped & part renewed.  
6 deck plates renewed.Starbd side:1 stringer plate renewed & 2 cropped & part renewed.  
7 deck plates renewed & 1 cropped & part renewed.Lower Deck (Tween Deck) : -

2 midship deck plates renewed.

Port side: 1 stringer renewed & 1 cropped & part renewed.  
2 deck plates renewed.Starbd side:

5 stringer plates &amp; 3 deck plates renewed.

Tank Top Plating : -

No.1 - 3 tank top plates renewed.

No.2 (p.s.) - 1 margin &amp; 2 tank top plates renewed.

(s.s.) - 1 margin renewed, 1 margin cropped & part renewed &  
2 tank top plates renewedEngine & Boiler Room Tanks : -

Boilers lifted &amp; 9 tank top plates renewed below.

1 margin plate doubled.

Engine Room - 2 margin plates doubled, 2 tank top plates renewed &  
1 doubled.Nos. 3 & 4 Holds : -Stbd side: 4 margin plates renewed.Port & stbd: 10 tank top plates renewed.

Rudder lifted, rebushed &amp; refitted in good order.

Wooden top masts lifted ashore, examined &amp; a new main top mast fitted.

Sundry other repair items of a minor nature attended to at this time.

NOW DONE FOR CONVERSION TO OIL BURNING : -

The vessel has at this time been converted to burn oil fuel, the original coal cross bunker & Nos.2 p. & s. Double Bottom Tanks being altered & arranged for this carriage of fuel oil. All alterations have been carried out as per approved plan (dated 3/10/51) - new work being welded throughout, efficiently constructed & tested upon completion.

Cross Bunkers & Settling Tanks - Port & starboard cross bunkers have been built between Frames No.73 & 81, settling tanks (p. & s.) aft of centre cross bunker between Frames No.73 & 76 whilst the centre cross bunker is constructed between Frames No.76 & 81.

Combined filling/suction pipes of 2½" dia., overflow pipes of 4" dia., sounding pipes, etc. all fully complying with Rule requirements, have been supplied.

(Continued on sheet No.4).

HULL OF THE S.S. "PROSPER"

Gutter bars are fitted to No.2 Double Bottom Tank top & also to stokehold tank top adjacent to these bunkers whilst a screen cofferdam has been built on frame No.82 extending from tween deck level to main deck. Spar ceiling fitted on after bulkhead of No.2 lower hold.

A pipe tunnel is arranged in port bunker for the through passage of bilge & ballast piping.

Steam heating coils fitted throughout.

Nos.2 Port & Starbd Double Bottom Tanks - arranged for carriage of fuel oil.

Tank tops reinforced by welding & satisfactorily tested upon completion.

Suction/filling pipe 2½" dia., overflow pipe 4" dia. & required sounding pipes, all complying with Rule requirements, have been fitted (p. & s.) - the centre line bulkhead being tight under test.

A cofferdam at frames 102 & 103 arranged by the permanent closing of limber holes, it being supplied with 2 in No. 2½" dia. suction & requisite air & sounding pipes.

An overflow tank has been constructed at frames 70 & 71, it being built into the existing dry tank, & fitted with a 2½" dia. suction & 4" overflow & required sounding pipes.

Tank top ceiling fitted to completely cover No.2 p. & s. D/B Tank tops in way of No.2 hold.

General :

Gauze wire fitted to all air/overflow pipes & extended spindles, operated from the upper deck efficiently installed. Distance reading gauges supplied (apart from normal sounding pipes) to P-C-S cross bunker & settling tanks. Ash shoot port & starbd apertures permantly blanked. All Rule requirements for the burning of fuel oil fully complied with.

Capacity	No.2 D.B. Port	66.5 tons.
	No.2 D.B. Starbd	66.5 tons.
	Centre Cross Bunker	74.2 tons.
	Starbd Cross Bunker	91.8 tons.
	Port Cross Bunker	87.9 tons.
	Port Settling Tank	22.2 tons.
	Starbd Settling Tank	22.2 tons.
	Total	431.3 tons.

Interim Certificate "B" issued - copy attached.

*A. J. Sinclair*



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Lloyd's Register  
Foundation