

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 ~~Woolf & Co.~~ Steel Single Screw Steamer "PROSPER" (No. of Visits 35)

TONNAGE: — Built at Hong Kong. By whom H.K. & Whampoa Dock Co. Ltd. When 1917 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/Dor/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.

(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 2 ft 9 1/2 ins. painted on Ship and now verified

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	Good	Good	Good
Decks	Good	Good	Good
Caulking of Decks	"	"	"
Coamings	"	Good	Good
Beams & Fastenings	"	Good	"
Outside Plating	"	"	"
" " In way of sidelights	"	"	"
Frames	"	"	"
Reverse Frames	"	"	"
Longitudinals	"	"	"
Transverses	"	"	"
Floors	"	"	"
Keelsons	"	"	"
Stringers	Good	"	"
Inner Bottom Plating	"	"	"
Have the Tanks been examined internally?	Yes	Yes	Yes
Have the Tanks been tested?	Yes	Yes	Yes
Engine Room Skylights	Good	Good	Good
Coal Bunkers	"	Good	Good
Oil Bunkers	Good	"	"
Scuppers	"	"	"
Cargo Hatchways	"	"	"
Hatches	"	"	"
Planking	"	"	"
Caulking	"	"	"
Treenails	"	"	"
Breasthooks & Stemson	"	"	"
Transoms, Pointers & Crutches	"	"	"
Timbers of Frame at openings	"	"	"
" " at other places	"	"	"
Stringers, Clamps & Shelves	"	"	"
Salting	"	"	"
Copper, or Y.M.	"	"	"
When fitted, Month	"	"	"
Boats	Good	"	"
Masts, Yards, &c.	"	"	"
Condition, how ascertained	From aloft	"	"
Equipment letter	r	"	"
Anchors, No. of	3 B 1 S	"	"
Cables (State if now ranged)	Yes	"	"
" length 240 mean diamr. 1-5/8	"	"	"
" Rule length 240 size 1-12/16	"	"	"
Chain Locker	Good	"	"
Hawsers & Warps	"	"	"
Standing and Running Rigging	"	"	"
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 as 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
 O.F. Con. \$ 1400.00
 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

Fees applied for, 15/2/ 1952.

Received by me, 10

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 22 APR 1952

Character Assigned

1.52 H.K. (delete each element)
 H.K. 2.52 + LMC 2.52 S(N) 1.52
 Fitted for oil fuel 2.52 F.P. above 150°F

CERTIFICATE WRITTEN.

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

Bow & 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 & 3 deck plates renewed.

Tank Top Plating : -

No.1 - 3 tank top plates renewed.

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

(s.s.) - 1 margin renewed, 1 margin cropped & part renewed &
2 tank top plates renewed

Engine & Boiler Room Tanks : -

Boilers lifted & 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 & refitted in good order.

Wooden top masts lifted ashore, examined & 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 permanently 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

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