

Y

No. 1402

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port of HONG KONG.

4th February, 1952.

This is to Certify that

JAMES A. ANDERSON

the undersigned Surveyor to this Society did at the request of the Owners of the "INCHULVA" and of Lloyd's Agents, Hong Kong, survey, without prejudice and with the consent of the Owners, the S.S. "LEE MIN3", 2363 gross tons, of Keelung, on the 16th January, 1952, and subsequently, whilst the vessel lay afloat and in dry dock at this Port, for the purpose of ascertaining the nature and extent of damage stated to have been sustained due to vessel colliding with the "INCHULVA" on the 14th January, 1952, the "LEE MIN3" at that time arriving, and the "INCHULVA" departing from, Hong Kong harbour.

For further particulars please see Log Books.

The undersigned Surveyor, on examination found:

Stem bar fractured, buckled and set to starboard from the 7 ft. mark to K strake and adjacent plating, internals, etc. buckled and/or fractured.

The following repairs were recommended:-

Stem Bar : To be cropped at the 7 ft. mark and the lower section, approximately 20 ft. to be renewed. The upper section, approximately 17 ft. to be removed, faired and refitted.

Shell Plating (part) : -

B strake No.1 to be renewed.

E strake No.1 to be renewed.

F strake No.1 to be renewed.

G & H strakes, No.1, to be cropped abaft 1st frame and a vertical plate fitted.

J strake No.1 to be removed, faired & refitted.

K strake No.1 to be faired in place.

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 Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

S.S. "LEE MING" - continuedShell Plating (starboard) : -

B strake No.1 to be renewed.

E, F, G & H strakes, No.1, to be cropped abaft 1st frame space and a vertical plate fitted, butt welded to outside strakes and lap welded to inside strakes.

J strake No.1 to be removed, faired & refitted.

K strake No.1 to be faired in place.

Shell Frames (port) : -

One shell frame and reverse frame cropped & part renewed approximately 9 ft.

Breast Hooks Etc. : -

Two breast hooks cropped & part renewed.

Six side stringer shell connecting angles renewed.

Cement chock retaining bar removed, faired & refitted.

It was further recommended that the vessel be drydocked for examination of forefoot etc., that all repairs be satisfactorily tested on completion and that all new and disturbed work be painted two coats.

Repairs were carried out by the Hongkong & Whampoa Dock Co. Ltd., and the cost, Hong Kong Dollars Twenty Five Thousand Three Hundred and Ninety Two, cents ninety eight, is considered fair and reasonable.

This cost includes :

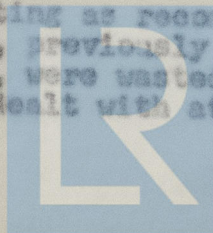
Drydocking (1 day)	\$ 980.68
Underwater painting	\$ 408.30
Repairs	\$22754.00
Overtime to expedite repairs ..	\$ 1250.00
	<u>\$25392.98</u>

Vessel drydocked on 22nd January and undocked on 23rd January, 1952.

Repairs commenced on 17th January and were completed, to the satisfaction of the undersigned, on 26th January, 1952.

The damage found is considered consistent with the cause alleged.

On removing the shell plating as recommended above, it was found that the after end of P. G 1, previously doubled, and the frames behind the stringers in way, were wasted, and it was recommended that these defects be dealt with at this time.



S.S. "LAE MING" - continued

The following additional repairs were effected:-

Shell Plating (port) :

G strake No.1, after end, renewed.

Shell Frames (port) :

Nos.135, 137, 138 and 139 cropped & part renewed complete with reverse frames.

No.136 cropped, removed, faired & refitted.

Miscellaneous :

Cement checks, stringer angles, etc. in way renewed.

These additional repairs cost H.K.\$ 5046.00 and this price is considered fair and reasonable. The additional repairs were carried out concurrently with the damage repairs itemized above and no extra repair time was necessary.

(Signed) JAMES A. ANDERSON.

Surveyor to Lloyd's Register.



© 2021

Lloyd's Register
Foundation