

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report... 26th Jan. 1952. When handed in at Local Office... 29th Jan. 1952. Port of... Hong Kong.
No. in Reg. Book... 16824. Survey held at... Hong Kong. Date, First Survey... 16th Jan. Last Survey... 26th Jan. 1952.
on the ~~Wood~~ ~~Iron~~ ~~or~~ Steel Single Screw Steamer "LEE MING" (No. of Visits... 7)

TONNAGE :- Built at... W. Hartlepool By whom... W. Gray & Co. Ltd. When... 1904
GROSS... 2363 Owners... E-Hsiang S.S. Co. Owners' Address...
UNDER DK... 2016 Managers... Port belonging to... Keelung.
NET... 1519

Surveyed Afloat or in Dry Dock? Both. Name of Dock... Kowloon Dock. Destined Voyage...
D B or D Ba... feet; uE & B... feet; f... feet
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. 443. Port... Kowloon

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.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking Survey and Damage Repairs.

Damage due to vessel colliding with the S.S. "INCHULVA" on 14th January, 1952, in Hong Kong harbour.

Vessel placed in dry dock, the shell plating, stern frame and rudder cleaned, examined, found or now placed in satisfactory condition and recoated.

Damage to stem bar, adjacent stem plating etc. For further particulars please see copy of Special Damage Report issued by the undersigned.

Repairs :-

Stem Bar. Between 7 and 26 ft. marks renewed. From 26 ft. mark to top - removed, faired and refitted.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed or part renewed	10	6	6					Stem bar renewed and
Removed and Faired or Repaired	2	-	-					faired.
Faired or Repaired in place	2	-	-					

PRESENT CONDITION OF THE

Boats	-	Bulkheads	-	Engine Room Skylights	-	Copper, or Y.M.	-
Bulking of Decks	-	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	(State if on Felt.)	-
Camings	-	Cement or Asphalt	-	Oil Bunkers	-	When fitted, Month	-
Chains & Fastenings	-	Rudder	Good	Scuppers	-	Year	-
Outside Plating	Satisfactory	Steering gear and its connections	-	Cargo Hatchways	-	Boats	-
" " In way of sidelights	-	Windlass	-	Hatches	-	Masts, Yards, &c.	-
Frames	-	Have pumps been examined and found efficient?	No	Planking	-	Condition, how ascertained	-
Reverse Frames	-	Have Sluice Valves been examined and found efficient?	No	Caulking	-	(State if wedges removed.)	-
Longitudinals	-	Have Watertight Doors been examined and found efficient?	No	Treenails	-	Equipment letter	-
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	No	Breasthooks & Stemson	-	Anchors. No. of	-
Ports	-	Alr and Sounding Pipes	-	Transoms, Pointers & Crutches	-	Cables (State if now ranged)	-
Belsons	-	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings	-	" length (on board.)	-
Stringers	-			" " at other places	-	" Rule length	-
Inner Bottom Plating	-			Stringers, Clamps & Shelves	-	Chain Locker	-
Have the Tanks been examined internally?	No			Salting	-	Hawsers & Warps	-
Have the Tanks been tested?	No				-	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 ex No. 1-38."

This vessel, so far as now seen, is in efficient condition and eligible, in my opinion, to be continued as classed without fresh record of survey subject to the collision bulkhead being permanently repaired not later than the next Special Survey.

Survey Fee (per Section 29) £ : : Fees applied for, 26/1/ 19 52.
Total Damage or Repair Fee (if any) \$ 600.00 :
(per Sec. 29)
Selling Expenses (if chargeable) \$ 14.00 :
Received by me, 10
Second Surveyor's Fee (if any) £ : :
Committee's Minute
Character Assigned

FRI. 29 FEB 1952

James Alexander
Surveyor to Lloyd's Register of Shipping.
GENERAL COMMITTEE
Thursday
6 March 1952
Classing Committee's
decision confirmed.

Shell Plating: B strake No.1, port & starbd, renewed.

E strake No.1, port, renewed.

F strake No.1, port, renewed.

G strake No.1, port, renewed.

H strake No.1, port, cropped & part renewed.

J strake No.1, port & starbd, removed, faired & refitted.

K strake No.1, port & starbd, faired in place

E, F, G & H strakes, starbd, cropped between Nos.1 & 2 frames
(from ford) and a vertical plate fitted.

Internals: Six shell frames cropped & part renewed complete with reverse angles.

Two breast hooks renewed.

Six stringer shell connecting angles renewed.

All repairs satisfactorily tested on completion.

Fore Peak Bulkhead patched where holed in 2nd strake from bottom.

It is recommended that this defect be dealt with not later than the next Special Survey.

Special Survey is due at the end of the current month and consequently the survey was confined to the damage sustained and to an examination of bottom plating, rudder, etc.

Under these circumstances, and since the Owner was uncertain as to

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

ANCHORS.

Number of Certificates.	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.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower														If Patent state name of Patentee.		Stockless, state Mechanical Test.
	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.

[illegible]

the future of the vessel, no fresh record of survey is recommended.

Interim Certificate issued as per copy attached.