

pt. 9a.

port of

HONG KONG

Continuation of Report No. 11325

dated 21st January, 1953

on the

HULL of the S.S. "SAN EDUARDO".

Cargo & Coaling ship's side doors.

(p. & s.) All cargo doors opened, freed, re-packed, closed in good order and satisfactorily hose tested upon completion.

(p. & s.) Coaling doors refitted in good order.

Cargo Battens. Fitted throughout - renewed or refitted in good order as necessary.

EQUIPMENT :-

Anchors & cables ranged, opened & calibrated at this time. Anchors weighed and found as stated.

Cables (Tayco) found in good order and calibration readings as follows :-

(p.s.)	No.1	length	minimum	mean	dia.	1.56/64".
	No.2	"	"	"	"	1.55/64".
	No.3	"	"	"	"	1.56/64".
	No.4	"	"	"	"	1.50/64".
	No.5	"	"	"	"	1.53/64".
	No.6	"	"	"	"	1.53/64".
	No.7	"	"	"	"	1.50/64".
	No.8	"	"	"	"	1.50/64".
	No.9	"	"	"	"	1.50/64".

"0" = 2 1/2 fms. 1 15/16" ⊗ 1 23/32"

Total length 139.2/6 fathoms.

(s.s.)	No.1	length	minimum	mean	dia.	1.56/64".	(short length).
	No.2	"	"	"	"	1.57/64".	
	No.3	"	"	"	"	1.59/64".	
	No.4	"	"	"	"	1.56/64".	
	No.5	"	"	"	"	1.53/64".	
	No.6	"	"	"	"	1.52/64".	60 66
	No.7	"	"	"	"	1.53/64".	
	No.8	"	"	"	"	1.50/64".	
	No.9	"	"	"	"	1.50/64".	46
	No.10	"	"	"	"	1.50/64".	

Total length 134.5/6 fathoms.

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Hawsers etc. (on board).

1	length	steel	wire	rope	4" dia.	x 100	fathoms.	✓
1	"	"	"	"	4 1/4" dia.	x 90	"	✓
2	"	"	"	"	3 1/4" each	x 120	"	✓
2	"	"	"	"	3" "	x 120	"	✓

46
80

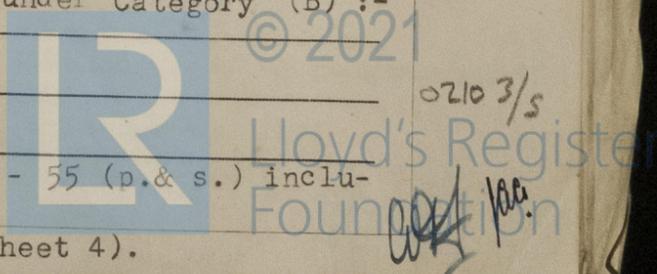
Sundry other repair items of a minor nature satisfactorily effected at the request of the Owners.

ENDORSEMENT OF CLASS.

It was noted that shell plates as under (No. from ford) were generally fitted and whilst remaining efficient meantime warrant inclusion under Category (B) :-

- (p.s.) A1 A2 B2 C3.
- (s.s.) A1 A2 B1 B2 C1 C2 D1.

Further bottom shell pltg. grooved at Frame Nos. 51 - 55 (p. & s.) inclusive in way of No. 5 D.B. tanks.



HULL of the S.S. "SAN EDUARDO".ALTERATIONS.

(1) Classification (London letter 2/11/51 - Ref. Ship S.S. "TSINAN" refers).

(p.& s.) A short continuous girder has at this time been fitted between frames Nos. 68 - 79 of following dimensions 12" deep x 10/20, welded to beams & deck above with a 6" x 3" x ½" bulb angle rivetted below at approx. 13'-6" from C.L.

It is confirmed that half beams Nos.69 - 71 - 73- 75 below upper deck (p.& s.) had been fitted prior to this examination.

(2) Conversion to Oil Fuel Burning.

The vessel has at this time been adapted to burn oil fuel, the coal bunkers and equipment remaining however as original.

This conversion consists of an arrangement to carry alternate ballast water and or oil fuel in Nos.1 - 2 - 3 - 6 - 7 (p.& s.) D.B. Tanks from which cement has been removed together with settling tanks (original build) situated at the after ends of (p.& s.) wing coal bunkers. All alterations have been carried out as per approved plan.

Tank top No.3 below boilers (p.& s.) plate edges welded & tight under test. Minimum distance from tank top to boilers (bottom of which is lagged) is 18 inches.

D.B. tanks Nos.1 - 2 - 6 - 7 have, after satisfactory test been fitted overall with 2½ inch wood ceiling on 1½ beams.

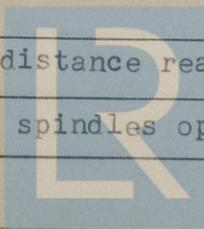
Gutter bars fitted in way of settling tanks and (s.s.) tank spared were bulkhead forms part of No.3 hold.

Cofferdams were constructed at Frames Nos.131/132 (No.1 D.B. - F.P.T.) & Frames Nos. 51/52 (Nos.5/6 D.B. Tanks) by the permanent blanking of floor limber holes and the fitting of a solid floor plate at frame 51. Centre line girder plate drilled to permit suction, etc. A cofferdam existed at Frames Nos.65/66 (Nos.3/4 D.B. Tanks).
below

Air & filling and/or suction pipes of dimensions/nor fitted (air pipes fitted with gauze wire & comply with Rule Requirements).

<u>Tank</u>	<u>Filling</u>	<u>Air Pipe</u>
No.1 D.B.	4 in dia.	1 @ 3" & 2 @ 2½" dia.
No.2 D.B.(ps) (Wing)	4 " "	2 @ 6" dia.
(ss) (Wing)	4 " "	2 @ 6" "
No.3 D.B.(ps)	4 " "	2 @ 6" "
(ss)	4 " "	2 @ 6" "
No.6 D.B.(ps)	4 " "	1 @ 4" & 2 @ 2½" dia.
(ss)	4 " "	1 @ 4" & 2 @ 2½" dia.
No.7 D.B.	3 " "	3 @ 2½" dia.
Settling Tank (p.& s.)	3 " " (Ea.tank)	1 @ 4" dia. (Each tank).
Cofferdam	Suction	Air pipe.
Fr. 131/2	2½" dia.	1 @ 2½" dia.
Fr. 51/52	2½" "	1 @ 1½" dia.
Fr. 65/66	2½" "	1 @ 1½" dia.
B.R. Overflow Tank.	4" "	4" dia.

Sounding pipes fitted to all tanks with additional distance reading gauges on settling tanks. Steam heating coils fitted throughout & extended spindles operated from above and all other Rule Requirements fully complied with.



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Reference London cable quote "SAN EDUARDO PLANS FORWARDED 10TH ACCEPTABLE PROVIDING SOUNDING PIPES FITTED THREE FOUR AND SEVEN TANKS AND ONE DIRECT BILGE SUCTION MOVED TO STARBOARD SIDE MACHINERY SPACE WRITING - COMMITTEE" and to confirmation letter ref. Eng. 18-12-52 - it is confirmed that sounding pipes are fitted to the tanks in question and that a direct bilge suction has been fitted to the starboard side of Engine Room.

AGH *Yea*

Interim Certificate "B" issued - Copy attached.



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