

# REPORT OF SURVEY FOR REPAIRS, &c.

Report... 21st Jan. 1953. When handed in at Local Office... 28th Jan. 1953. Port of HONG KONG  
 Survey held at HONG KONG Date, First Survey 13th Dec., 52 Last Survey 17th January, 1953.  
 on the ~~WOOD, IRON & Steel~~ S.S. "SAN EDUARDO" (No. of Visits... 28...)

Built at Hong Kong By whom Taikoo D. & E. Co. of H. Kg., Ltd. When 1930  
 Owners Cambay Prince S.S. Co., Ltd. Owners' Address -  
 Managers John Manners & Co., Ltd. Port belonging to Hong Kong  
 (If not already recorded in Appendix to Register Book)

Afloat or in Dry Dock? Both Name of Dock Taikoo Dock. Destined Voyage -  
 rDBa feet; uE & B feet; f feet - fee }  
 acity tons. FPT tons; APT tons; MT feet tons. }  
 All alterations in the existing records of tanks should be inserted.

All alterations in the existing records should be underlined.

Report, No. Port

Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete  
 surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations  
 subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to  
 uses; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the  
 extent of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form.  
 to the dates and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he  
 rendered his services for this purpose and to whom and why they were declined

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

S, OR EXAMINATION AS PER RULE, FOR Classification, Special Survey & Freeboard Renewal Survey.

ONE :-

Vessel placed on slipway. Keel, bottom & shell plating, stern frame & rudder cleaned,  
 ned, found or now placed in good order & re-coated. Rudder lifted & refitted in good order.

Vessel unslipped 6th January, 1953.

oyed duND :-

Holds, tween decks, fore & after peak spaces, coal bunker spaces, engine & boiler  
 s & structure below, ash shoot, plating in way of ash shoot, plating in way of sidelights,  
 , hatchways, covers & supports, tarpaulins, cleats & battening arrangements, anchors & cables  
 ed calibrated & anchors weighed), chain lockers, masts (wedges removed), rigging, steering  
 (main & auxiliary), windlass, general equipment, pumps, W.T. doors, cargo side doors,

Y OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
owed ...								( P. T. O. )
oved and Faired or Repaired								
red or Repaired in place								

CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
of Decks	"	Bulkheads	"	Engine Room Skylights	"	Copper, or Y.M.	"	"
" 2 Fastenings	"	Celling	"	Coal Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	"	"
" 0 ating	"	Cement <del>XXXXX</del>	"	Oil Bunkers	"	When fitted, Month	-	Year -
" in way of sidelights	"	Rudder	"	Scuppers	"	Boats	Good	"
Forecast Frames	"	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"	"
nals	"	Windlass	"	Hatches	"	Condition, how ascertained	From Aloft	"
es	"	Have pumps been examined and found effi-	"	Planking	"	(State if wedges removed)	"	"
h 324	"	cient ?	Yes	Caulking	"	Equipment letter	-	"
tom Plating	"	Have Sluice Valves been examined and found	"	Treenails	"	Anchors. No. of	3 B 1 S	"
Tanks been examined internally ?	Yes	efficient ?	-	Breasthooks & Stemson	"	Cables (State if now ranged)	Yes	"
Tanks been tested ?	Yes	Have Watertight Doors been examined and found	"	Transoms, Pointers & Crutches	"	" length 274 F mean diamr. 125	"	"
		efficient ?	Yes	Timbers of Frame at openings	"	(on bo - size -	32	"
		Have Ventilators and their Coamings been	"	" " at other places	"	Chain Locker	Good	"
		examined and found efficient ?	Yes	Stringers, Clamps & Shelves	"	Hawsers & Warps	As Rpt.	"
		Air and Sounding Pipes	Good	Salting	"	Standing and Running Rigging	Good	"
		Doubling Plates under Sounding Pipes	Yes	State if examined.	"	Sails	-	"

ral 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  
 a 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  
 vey, 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 with scantlings well maintained & eligible, in our  
 on to be classed in the Register Book 100A- with date 1,53 and records of S.S. 1,53, Docking  
 y (HK) 1,53 and notation "Fitted for oil fuel 1,53 F.P. above 150° F."

Classn.	\$4,736.00:	Fees applied for,	21/1/19 53.
Major Repair Fee (If any)	\$1,000.00:	Received by me,	19.
Expenses (If chargeable)	\$110.00:		
Postage of Plans	\$38.00:		
Telegram			
Surveyor's Fee (If any)			

tee's Minute TUES. 21 APR 1953

No. of Viter Assigned 100A - subject  
 1.53 H.Kg S.S. H.Kg. 1.53 (Dr) Lmc 1.53 subject  
 59.51 06 Classed 1.53 Fitted for oil fuel 1.53 F.P. above 150° F

11325

Is Certificate required? If so, to be sent to

Lloyd's Register Foundation

012473-012482-0210 1/5



pt. 9a.

HONG KONG

Continuation of Report No. 11325

dated 21st January, 1953

on the

ventilator coamings & covers, air & sounding pipes (striking plates or equivalent fittings of casings, cargo battens & boats.

A Freeboard Renewal Survey held at this time.

Shell plating drilled as indicated on drilling sheet attached.

Bulkhead, deck, tween deck & tank top plating drilled as necessary and scantlings verified. Cement found adhering satisfactorily where fitted & drilling of shell plating in these facts considered unnecessary.

EXAMINED INTERNALLY & TESTED :-

Fore & after peak tanks, all double bottom tanks (F.W., O.F. and/or ballast), settling tanks & cofferdams.

All spaces cleared for survey, ceilings & linings lifted, cement rust & scale removed & surfaces recoated upon completion as necessary.

All Rule Requirements for S.S. (D) have been complied with at time.

WEAR & TEAR REPAIRS :-

(Shell plating numbered from forward & frames from aft). -

Keel doubler (ford) cropped & part renewed.

(p.s.) E strake plates No.6 cropped & part renewed.

F " " Nos.3 - 8 cropped & part renewed.  
No.7 renewed.

G " " No.2 cropped & part renewed.

H " " Nos.2 - 9 cropped & part renewed.

L " " No.9 renewed.

(s.s.) C " " No.3 cropped & part renewed.

D " " Nos.2 - 3 cropped longitudinally in way landing edge.

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

ANCHORS. As fitted.

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.	qrs.	lbs.	Cwts.	qrs.	lbs.		
- Not available	1st Bower	42	2	10	45									Stockless	No visible marks	
	2nd "	42	2	10												
	3rd "	39	0	7												
	Collective Weight	124	0	27	128											
	Stream.....	12	0	7	12											
	Kedge.....															

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES. As fitted.

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.	Statio- tory.	Breaking. Tons.	Supplied.	Per Rule.	Length.	Diam.			
No visible identification marks or Certificates available.									The previous Owners of the		
vessel confirm that cable sizes was 1-7/8"									at build.		
Cables not tested.									appear in good condition.		
Iron Stream Chain or Steel Wire									Particulars given overleaf.		

E strake plates No.2 renewed.

F " " Nos.2 - 3 - 7 renewed.

Deck & Tank Top Plating. (Wood sheathing lifted as required to permit examination & drill testing).

Poop (p.s.) 1 stringer tie plate cropped & renewed.

Stringer channels renewed over complete length.

(s.s.) 2 stringer tie plates renewed and 1 cropped & part renewed.

Main (p.s.) 3 deck plates above coal bunker in alleyway cropped & part renewed

(s.s.) 3 deck " " " " " " " " " " " "

(C.L.) Galley floor plating renewed complete.

(Continued on sheet 2).

HULL of the S.S. "SAN EDUARDO".Tween Deck Plating.

(p.s.) 1 in No. Stringer plate cropped & part renewed. Frame Nos.110 - 116.

1 " " " " renewed. " " 78 - 90.

1 " " " " doubler fitted. " " 76 - 78.

1 " " " " cropped & part renewed. " " 49 - 54.

1 " " " " renewed. " " 17 - 28.

1 " " " " doubler fitted. " " 76 - 78.

1 " " Deck plate D strake renewed. " " 44 - 52.

" " " " " C " renewed. " " 38 - 46.

1 " " " " B " renewed. " " 84 - 91.

1 " " " " B " cropped & part renewed. " " 31 - 34.

1 " " " " B " " " " " " " 22 - 27.

(C.L.) 1 " " " " A(CL) " " " " " " 85 - 91.

1 " " " " A(CL) " " " " " " 22 - 25.

(s.s.) 1 " " " " B " renewed. " " 99 - 113.

1 " " " " B " renewed. " " 22 - 35.

2 " " " " C " renewed. " " 97 - 123.

1 " " " " C " cropped & part renewed. " " 20 - 25.

2 " " " " D " renewed. " " 76 - 91.

1 " " Stringer plate renewed. " " 119 - 134.

1 " " " " renewed. " " 78 - 90.

1 " " " " doubler fitted. " " 76 - 78.

Tank Top Plating.

1 tank top plate doubler fitted Engine Room adjacent to Filter Tank (p.s.).

No.1 D/B Tank.

2 tank top plates renewed & 3 cropped & part renewed.

No.2 D/B Tank (p.& s.).

3 tank top plates cropped & part renewed.

No.5 D/B Tank (s.s.).

1 tank top plate doubled locally.

Shell Frames (Cement chocks cut out as required for examination).

(p.s.) Nos.58 - 59 - 60 - 61 - 62 - 66 - 67 - 72 - 73 cropped & part renewed.

(s.s.) Nos.54 - 75 renewed.

Hatches (Upper).

No.1 Coaming doubler fitted & longitudinal stiffener renewed.

9 hatch cleats & 7 eye plates renewed.

No.2 (p.s.) Coaming doubler fitted & longitudinal stiffener part renewed.

2 hatch cleats renewed.

(s.s.) Coaming doubler fitted, longitudinal stiffener removed, faired & refitted and angle lug renewed.

No.3 (p.s.) Coaming plate cropped & part renewed. Corner doubler (ford) fitted in way of longitudinal stiffener & bridge house.

No.4 (p.s.) Coaming plate cropped & part renewed. Corner angle & cope bar renewed.

Apart from the above all hatch rests, beams, covers, cleats, battens, etc. examined & minor repairs effected as necessary on both upper & lower hatches.

A total of 93 wooden hatch covers (with metal bands) 4 new tarpaulins 400 new wedges were placed on board.

(Continued on sheet 3).

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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".

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".

No.7 " " " " 1.53/64".

No.8 " " " " 1.50/64".

No.9 " " " " 1.50/64".

No.10 " " " " 1.50/64".

Total length 134.5/6 fathoms.

Hawsers etc. (on board).

1 length steel wire rope 4" dia. x 100 fathoms. ✓

1 " " " " 4½" dia. x 90 " ✓

2 " " " " 3½" each x 120 " ✓

2 " " " " 3" " x 120 " ✓

"

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.

"U" = 270 fms. 1½" @ 123"

60  
66

46

46  
50

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ort of

HONG KONG

Continuation of Report No. 11325 dated 21st January, 1953 on the

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  $\frac{1}{2}$ " 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  $2\frac{1}{2}$  inch wood ceiling on  $1\frac{1}{2}$  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 @ $2\frac{1}{2}$ " 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 @ $2\frac{1}{2}$ " dia.
(ss)	4 " "	1 @ 4" & 2 @ $2\frac{1}{2}$ " dia.
No. 7 D.B.	3 " "	3 @ $2\frac{1}{2}$ " dia.
Settling Tank (p. & s.)	3 " " (Ea. tank)	1 @ 4" dia. (Each tank).
Cofferdam	Suction	Air pipe.
Fr. 131/2	$2\frac{1}{2}$ " dia.	1 @ $2\frac{1}{2}$ " dia.
Fr. 51/52	$2\frac{1}{2}$ " "	1 @ $1\frac{1}{2}$ " dia.
Fr. 65/66	$2\frac{1}{2}$ " "	1 @ $1\frac{1}{2}$ " dia.
B.R. Overflow Tank.	4" "	4" dia.

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



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

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 JCB

Interim Certificate "B" issued - Copy attached.



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