

20 SEP 1951

No. 10629

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10 Sept. 1951 When handed in at Local Office 1951 Port of HONG KONG
No. in Survey held at HONG KONG Date, First Survey 29 Aug. Last Survey 7 Sept. 1951
Reg. Book. 91654 on the ~~WOODX XXXX~~ Steel S.S. "LAURE PATTISON" (No. of Visits 9)

TONNAGE 1203
GROSS 1241
UNDER DK. 1059
NET 742

Built at Sunderland By whom Sunderland S.B.Co.Ld. When 1908
Owners Pattison Orient Line, Ltd. Owners' Address -
Managers - Port belonging to Belfast Hong Kong

Surveyed Afloat or in Dry Dock? Afloat Name of Dock - Destined Voyage -
Cell DBor DBa feet; uE & B feet; f feet; fee
total capacity tons. FPT tons; APT tons; MT tons. fee
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. 10574 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. Damage Report

issued by the undersigned

Was a damage report made by anyone else? if so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR REPAIRS AND DAMAGE REPAIRS.

On 14th & 15th August, 1951, whilst on a voyage from Kobe to Hong Kong, vessel encountered heavy weather and deviated to Amani Gunter for shelter. Whilst there leakage was found from the forward double bottom tanks in way of the forward hold.

For further particulars, please see Special Damage Report, issued by the undersigned.

DAMAGE REPAIRS:

No.1 double bottom tank manhole cover, port side forward, rejointed.

Bilge pipes, port & starboard, in No.1 hold renewed between tank margin and bilge in way of No.2 double bottom tank.

(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 Faired or Repaired								
Faired or Repaired in place ...								

PRESENT CONDITION OF THE

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

This vessel, so far as now seen, is in satisfactory condition for the period of classification and eligible, in my opinion, to be retained as classed without fresh record of survey subject to outstanding requirements being dealt with as previously recommended.

"Nos.1, 2 & 4 double bottom tanks not to be used when cargo in holds".

Survey Fee (per Section 29) Repairs £ \$600.00 : Fees applied for, 7/9/ 19. 51
Special Damage or Repair Fee (if any) £ \$150.00 :
(per Sec. 29)
Travelling Expenses (if chargeable) £ \$ 15.00 :
Second Surveyor's Fee (if any) £ :
Received by me, 19.

Committee's Minute

THU 11 OCT 1951

Character Assigned

AS 3,51

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

It was considered advisable to test all double bottom tanks and bilge and ballast pipes in way of holds. All ceiling was removed and heavy grooving was evident on tank top plating throughout but particularly in way of No.3 double bottom tank. The Owners requested that repairs be restricted to those deemed essential and after discussion it was decided that No.3 double bottom tank top should be placed in satisfactory condition and that the remaining double bottom tanks, Nos.1, 2 & 4 in way of holds be kept empty when cargo is carried.

REPAIRS:-

All tank top plating, excluding margin plates, in way of No.3 double bottom tank, renewed.

Several floors, starbd side, cropped and part renewed, complete with tank top connecting angles in way.

All bilge and ballast pipes in holds and Nos.1, 2, 3 & 4 double bottom tanks tested to 50 lbs. per square inch, and several defective lengths renewed.

S.R.L.: Hong Kong Report No. 10574. No repairs to shell plating in way of dynamo stool at this time. Vessel afloat.

Interim Certificate issued as per copy attached.

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																
	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]

B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.