

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 10 Sept. 1951 When handed in at Local Office 19 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 WOLLY WOLLY Steel S.S. "LAURE PATTISON" (No. of Visits 9)

Tonnage: 1203 Built at Sunderland By whom Sunderland S.B.Co.Ld. When 1908  
 GROSS 1247 Owners Pattison Orient Line, Ltd. Owners' Address -  
 UNDER DK. 1059 Managers - Port belonging to Belfast Hong Kong  
 NET 742

Surveyed Afloat or in Dry Dock? Afloat Name of Dock - Destined Voyage -  
 Cell/Dor/DBa - feet; uE & B - feet; f - feet  
 total 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. 10574 Port H.K.

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER		Machinery and Boiler Surveys (Including date of S.B., if any).	
BS*	3,51	MBS*	5,48
Reclassified	6,49	BlrS	3,51
A.S.	7,50	msp	12,48
		CL	11,50

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 Gunte 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 Falred or Repaired								
Falred or Repaired in place ...								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Celling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " In way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Planking	Anchors. No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally? <u>No</u>		Salting	
Nos. <u>1-2-3-4</u> D/B		State if examined.	
Have the Tanks been tested? <u>Yes</u>			

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) (per Sec. 29) £ \$150.00 : Received by me, \_\_\_\_\_  
 Travelling Expenses (if chargeable) £ \$ 15.00 : \_\_\_\_\_  
 Second Surveyor's Fee (if any) £ : \_\_\_\_\_

Committee's Minute THU 11 OCT 1951  
 Character Assigned As per subject AS 3,51  
 Surveyor to Lloyd's Register of Shipping, James Anderson  
 Lloyd's Register Foundation

884  
 2013.48.—Transfer Inv. (MADE AND PRINTED IN ENGLAND.)  
 (The Surveys are requested not to write on or below the space for Committee's Minutes.)  
 This Certificate is to be understood as being the property of the Registrar of Shipping and is to be returned to him when the vessel is surveyed or the Surveyor is transferred.

Is Certificate required? If so, to be sent to \_\_\_\_\_

