

Ship's Name SS/MS "OCEAN GLORY" Gross tons 7088.

Is there a rpt. 9? No. Port Hong Kong. Rpt. No. 17314.

No. of visits 1 First date & Last date 12-9-62.

Interim Cert. issued & copy herewith? Yes. Damage rpt. issued & copy herewith? Yes. Last rpt. (H.Q. only) 2677

Date of completing rpt. 12-10-62. Surveyed at, if different from Port above --

Surveyed afloat and/or in D.D. Afloat. Last date of examination in D.D. --

Has a Load Line Survey been held? No. Freeboard Marks verified No.

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) (Cont.)

Survey fees -- Damage fee \$300.00 Expenses \$10.00

MANU. 1962 Bgh

M

S.A. fee --

I have surveyed the above ship in accordance with the Rules for **Damage**, stated due to collision by the S.S. "Grosvenor Navigator", 7053 gross tons, of London, during typhoon "Wanda" on the 1st September, 1962.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

DR + A

I recommend that this ship remain as classed ~~with~~/without fresh record of dry docking and subject to repairs being effected to the stem plating in way of fore peak tank, indented shellplating etc. and buckled deck plating port and starboard before the vessel leaves Hong Kong.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

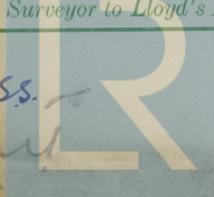
J.L.V. Whittle
Surveyor to Lloyd's Register of Shipping

Date of Committee THURSDAY 22 NOV 1962

Minute *Deferred for Surveilling & SS. Subject*

Retain "Laid up - Surveys overdue 3.61"

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Now Done for Damage :

Vessel examined afloat, and the following found, and repairs recommended as indicated :-

In way of No.1 'tween deck, port side :

Sheerstrake :

Shell plate No.1 from forward bulkhead slightly set in between frames - to fair in place.

Plates Nos.2 & 3 from forward bulkhead heavily set in - to renew.

1st strake below sheer :

Plate No.1 from forward bulkhead heavily set in - to renew.

Plates Nos.2 & 3 from forward bulkhead slightly set in between frames - to fair in place.

Buckled frames, beam ends, and knees in way of above to renew or fair as necessary.

Forward and aft bulkheads in No.1 'tween deck, port side, severely buckled at shell. One wing plate in each bulkhead, together with their boundary bars, to crop and part renew, also one broken D.B. tank air pipe p.s. aft.

No.1 'tween deck, port side - a total of nine severely

buckled, chock plates to crop & renew. (Contn. Sheet

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC. The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new. Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					

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Fore peak space in way of second deck :

2nd strake below sheer, shellplate No.1 heavily set in - to renew, and all eleven buckled shell frames in way to crop and part renew.

In way of fore peak tank :

Port & starboard:- 1st & 2nd strakes below sheer, stemplates holed - to crop and part renew, (total 4 plates).

Starboard side:- 3rd strake below sheer, stemplate moderately set in - to crop, remove, fair, and refit.

Stem bar slightly buckled in way of above damage and to crop, remove, fair, and refit.

Soft-nose stem plate heavily indented - to crop and part renew.

Frame No.1 port & starboard severely buckled, - to crop and part renew.

Wash-bulkhead (forward end) severely buckled,- to crop and part renew.

Note : Due to the fore peak tank being full of fresh water to within 4 ft. of the top, a complete survey of this tank was not possible at this time. It is not anticipated, however, that anything more than minor damage will be found when this tank survey is completed.

Port side:- Sheerstrake, plates Nos.5 & 6 from forward

set over at top edge - to fair in place, and distorted stringer angle to crop and part renew.

Upper deck, port side :

Approx. 100 feet of broken or buckled guard rails to repair.

(Contn. over.)



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Upper deck, port side : (Contn.)

Set in bulwark plate abreast midship house to crop, remove, fair, and refit, and mooring pipe in way to remove and refit, two buckled bracket stays to renew, and one stanchion to remove, fair, and refit.

Bulwark plates abreast No.3 hatch heavily set in and split - two plates to crop and part renew, and approx. 45 feet of top bar to renew.

Starboard side sheerstrake abreast No.4 hatchway set over at top edge - to fair in place, and distorted stringer angle to crop and part renew.

Sheerstrake abreast poop house, and aft end of No.5 hatchway set over and split at top edge - to crop and part renew, together with stringer angle.

Upper deck, starboard side :

Two stringer deck plates in way of above severely buckled - to crop and part renew, and damaged bollard stool to renew.

Approx. 20 feet of buckled guard rails to repair.

Counter sheerstrake plate and its chafing tube split - both to crop and part renew, and buckled guard rails in way to repair.

The vessel is at present laid up in Hong Kong waters, and it is recommended that the vessel's class be made subject to the above repairs being dealt with before leaving Hong Kong.

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