

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2 JAN. 1957

When handed in at Local Office 3 JAN. 1957

Port of SINGAPORE

No. in Survey held at SINGAPORE

Date, First Survey 24 DEC.

Last Survey 28 DEC.

1956

68406 on the (Wood, Iron or Steel)

M.V. "LUCKY CARRIER"

(No. of Visits 5)

TONNAGE:—

Built at GLASGOW

By whom HARLAND & WOLFF, LTD.

YEAR.

MONTH.

GROSS 1364

Owners PAN NORSE S.S. CO. S.A.

Owners' Address

UNDER DEK

NET 588

Managers WALLEN & CO., LTD.

(if not already recorded in Appendix to Register Book)

Port belonging to PANAMA.

Surveyed Afloat or in Dry Dock? DRY-DOCK Name of Dock KEPPEL HARBOUR.

Destined Voyage

Cell/D/Bor/D/Ba 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. 2710 Port PANAMA

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100 RI	TLMECS 8.55
Dkg. 7.55	OBS 8.55
S.S.HKg. (Dr.) 5.31	TS (CL) 6.55
	S.P.S. 7.55
MEHY. AFT.	OIL ENCS.

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. NOT RECD.

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

Was a damage report made by anyone else? if so, by whom? RITCHIE & BISETT.

REPAIRS, OR EXAMINATION AS PER RULE FOR DRY-DOCKING (UNDOCKED: 29 DEC. 1956) AND DAMAGE.

Please see San. Petter 30 Oct. 1956, Classm. (S).

Cert. B issued, copy attached.

NOW DONE!—

DRY-DOCKING: Vessel in dry dock, steel plating cleaned, examined and found, or placed in tight condition (not painted).

Weather decks, casings, coamings, hatchways with their closing appliances and ventilators generally examined and found, or placed in satisfactory condition.

DAMAGE: Stated to have been sustained on the 30 May 1955 due to grounding at Sanki Point, Akyab, Burma, on account of heavy weather. — P.T.O.

SUMMARY OF DAMAGE REPAIRS:—

Renewed	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	GOOD
Caulking of Decks	- DO -
Coamings	- DO -
Beams & Fastenings	-
Outside Plating	SEE RPT.
" " in way of sidelights	-
Frames	SEE RPT.
Reverse Frames	- DO -
Longitudinals	- DO -
Transverses	- DO -
Floors	- DO -
Keelsons	- DO -
Stringers	-
Inner Bottom Plating	-
Have the Tanks been examined internally?	-
Have the Tanks been tested?	SEE RPT.

Bulkheads	SEE RPT.
Ceiling	-
Cement or Asphalt	-
Rudder	-
Steering gear and its connections	-
Windlass	SATISFY.
Have pumps been examined and found efficient?	-
Have Sluice Valves been examined and found efficient?	-
Have Watertight Doors been examined and found efficient?	-
Have Ventilators and their Coamings been examined and found efficient?	YES
Air and Sounding Pipes	GOOD
Doubling Plates under Sounding Pipes	-

Engine Room Skylights	-
Coal Bunkers, Openings, Covers, &c.	-
Oil Bunkers	-
Scuppers	GOOD
Cargo Hatchways	- DO -
Hatches	- DO -
Planking	-
Caulking	-
Treenails	-
Breasthooks & Stemson	-
Transoms, Pointers & Grutches	-
Timbers of Frame at openings	-
" " at other places	-
Stringers, Clamps & Shelves	-
Satins	-

Copper, or Y.M. (State if on Felt.)	-
When fitted, Month	-
Year	-
Boats	-
Masts, Yards, &c.	-
Condition, how ascertained (State if wedges removed.)	-
Equipment letter	(O) 12
Anchors, No. of	SEE RPT.
Cables (State if now ranged)	NO
" length	-
" mean diam.	-
" Rule length	240
" size	1 1/2
Chain Locker	-
Hawsers & Warps	-
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."

It is recommended that this vessel have fresh Record of Docketing 12.55 and that the cargo be (withheld) withheld until the damage has been satisfactorily repaired and the Equipment brought up to Rule Requirements.

Survey Fee (per Section 23)	DKG.	\$ 125
DAMAGE		\$ 200
(Special Damage or Repair Fee (if any) (per Section 23)		
Travelling Expenses (if chargeable)		\$ 20
SPECIAL ATTEND.		\$ 80
(Second Surveyor's Fee (if any))		

Fees applied for,

4/1/57

Received by me,

19

Committee's Minute

FRIDAY 22 FEB 1957

Character Assigned

held in heavy repair

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

003385-003390-0046 1/2

Port of SINGAPORE

Continuation of Report No. 11706 dated 2 JAN. 1957. on the

ENDORSEMENTS (9): Indented shell plates (p.s.) and poop greenish etc. (s.s.) examd. and found egg.

DAMAGE REPAIRS: Jagged sharp fitted over seam of No 2 Seal plate /
A3 (p.s. from fwd.), and seam of A3/B3 (p.s. from fwd.).

Numerous defective shell rivets and seams overhauled and made tight

all repr. satisfactorily water tested on completion.

The vessel has now been towed to an anchorage at Singapore, awaiting estimates for rep. and the Underwriters decision.

J.B.

The Salvage ship SS "PRINCE SALVOR" commenced operations on the 14 June 1956; Verdel reported on the 8 Aug. 1956, towed to Q824B and anchored.

Vessel left Akyar on the 12 Dec 1956 under tow by the M.V. "HUDSON", and arrived at Singapore on the 12 Dec 1956

DAMAGE: The following damage was found: in way of the Jangp. $\tan \delta$, η 1 DB $\tan \delta$ (orig. fixed p. t. δ), and η 2.5 4 and 3 Hertz (orig. η 2.5 3 and 4 comp. $\tan \delta$):-

No² 1, 4, 5, G Seal plates (from fwd.): A2, A3, A5, A6, A7, B3, B7, B8
 (p.s. from fwd.): A2, A3, A4, A6, A7, B3, B7, B8, C3, C6, D8 (edge
 strike), E7 (S.S. from fwd.) set up / encased / indented together
 with internals in way.

Stem frame frozen at fixed end of solepiece and at top of rudder post and mizzing.

Rudder missing.

Upp. section of rudder: staves distorted and caulking bolts broken.

Windlers whipping drum shaft bent etc.

It was stated that the following equipment was lost during the salvage operations:-

Both tower anchors.

Stream anchor.

Three lengths of chain cable

One 200 ft. of $3\frac{3}{4}$ in. steel wire rope.

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

ANCHORS.

[illegible]

⁴ When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

The spare power anchor has been connected on the star side.
A power anchor supplied by the S.S. "PRINCE SALVOR" has been connected on the port side.

It is recommended that the cargo of the vessel be withheld until the damage has been satisfactorily repaired and the equipment brought up to RUC Regs.

S.P.L. (Lon. letter 30 Oct 1956, Classn (S)): Nothing done towards the Equipment at this time. — PLEASE SEE CONT. SHEET. J.B.