

Rpt. 8

HONG KONG.

16210.

Date of writing Report 5-5-61.

When handed in at Local Office 5-5-61.

Received London

Survey held at Hong Kong.

No. of Visits 2.

First Date 8-4-19 61.

Last Date 18-4-19 61.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B. 5243 on the ~~Iron or Steel~~ S.S. "PARCORALI"
 Built at Glasgow. By Whom D. & W. Henderson & Co. Ltd. Tons gross 3727
 Owners Cia. de Vapores Corali Ltda. When 1930 Year 3. Month
 Owners' address (If not already in R.B.)
 Port of Registry Monrovia.
 Surveyed Afloat or in Drydock Both. Name of Dock Cosmopolitan Dock.. Date of last examn. in Drydock 8-4-61.

Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No. 16122 Port H. Kg
to be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and included if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain plates are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
BS	5,60	MBS	12,57
SS	12,57	MBlrS	5,60
(Dr)	5,54	TS CL	5,60
		SPS	12,57

References to any letters relating to this Report. Cables & Secretary's letter, Ref. Classn. "S" dated 14-3-61.

Damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined. Further Damage report made. Copy attached herewith.

Freeboard as marked on ship and now verified --- ft --- ins

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

Yes. Surveyor appointed by Lloyd's Agents, Saigon, and also subsequently by Hong Kong Surveyor who attended ship at Saigon.

EXAMINATION AND REPAIRS AS PER RULE FOR DAMAGE (GROUNDING).

Work Done :-

On account of Damage, stated to have been caused by ship grounding on the Britto Bank, North of Cape St. James, on the 17th February, 1961. (Please refer to Hong Kong Report No.16122, dated 20-3-61.)

Attended ship in dry dock, part loaded, and subsequently afloat after discharge of all cargo.

The following recommendations made for repairs to damaged bottom shell plating and stern frame, and to tank top plating etc. within hold spaces:-

Bottom Shell : (All plates numbered from aft).

To Renew

Keel plates, Nos.1, 2, 3, 4, 5, 8 & 14.

P.S. "A" strake, Nos.2, 3, 4, 6, & 14.

"B" strake, Nos.3 (part), 4, 5, 6, 7, 8, 9, 10, 11, 12, & 13.

"C" strake, Nos.4 (part), 5, 6 (part), 7, 9, 10, 11, & 12.

"D" strake, Nos.7, 8, 9, 10, 11, & 12 (all crop and part).

CONTINUATION OVER OR SHEET 2

CHARACTER OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faired or Repaired								
Repaired or Repaired in place								

Survey also been held on machinery of the Ship? No.

Is Classification Certificate required? If so, to be sent to ---

Is the Report sent now, or when will it be sent? ---

Has Interim Certificate been issued? Yes.

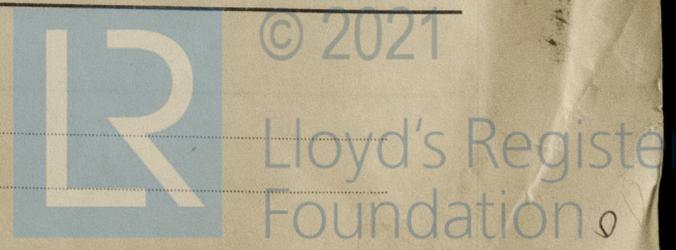
GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This ship, so far as now surveyed, is eligible, in my opinion, to remain as now classed in the Register Book without fresh record of Survey, subject to all outstanding conditions of class being dealt with as previously recommended, and to be now further subject to damaged keel and bottom plating, double bottom tank internal structure in way, tank top plating in way Nos.1, 4 & 5, hold spaces, stern frame, and rudder, all being further examined and dealt with as necessary before vessel sails from this Port.

John Manson
 John Manson.
 Surveyor to Lloyd's Register of Shipping

Date of Committee. Minute. See Wreck Rpt



003572-003580-0017 1/2

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		GROUNDING	DAMAGE	SURVEY	
Items	Now Examined	Tanks	Now Examined Internally	Now Tested	
	YES NO or NONE				
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes.	F.P. Tank			
Rudder lifted	No.	A.P. "			
Weather Decks, Superstructures and Casings	Yes.	D.B. Tanks (indicate Oil Fuel and Cofferdams)	NO TANKS		
Hatchways, Covers, closing and securing appliances	No.		EXAMINED OR		
Ventilator coamings, skylights, companionways and closing appliances	No.		TESTED AT		
Holds Partly (for damage)	Yes.	Fresh Water Tanks	THIS TIME		
		Deep Tanks	SEE REPORT		
Tween Decks Partly (for damage)	Yes.	Oil Fuel Bunkers and Settling Tanks	OF SURVEY		
		Side Tanks	RECENTLY HELD		
Fore Peak Spaces	No.	Wing Tanks	AT SAIGON		
After " "	No.	Other Tanks	(HONG KONG RPT. 8,		
Engine Space	No.	Cargo Tanks (Tankers)	No.16122).		
Boiler "	Yes.				
Under Engines and Boilers	Yes.	Cofferdams			
Tunnel and Well	No.	Pump Rooms			
Coal Bunkers	None.				
Chain Locker	No.				
Other Spaces	No.				
		Have Tanks now Examined been Cleaned as Necessary?	None examined.		
		Have Struts in Cargo Tanks (of Tankers) been removed?	---		
		Have Tanks been Retested as necessary after completion of any Repairs?	No repairs.		

Have the spaces now surveyed been cleared and cleaned as necessary? Yes.

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? Not required.

Have the bilges been cleaned out and examined? No. Has cement in bottom been examined? No.

Has steelwork had rust removed and afterwards been recoated as necessary? No.

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? No.

Has a Load Line Survey been held? No. If so, state which --

Have the shell and deck plating been drilled as per Rule? Not required. If so, Report 8(Dr) to be attached. --

Have any alterations to the approved scantlings and arrangements now been effected? No. If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes, or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating Bottom shell - see Rpt.	Ceiling and Cargo Battens	Not examined.	Sluice Valves examined and found	---
" " in way of side scuttles	Cement or Asphalt	Not examined.	Air and Sounding Pipes	Not examined.
Rudder and Sternframe	Cargo and other Hatchways	Not examined.	Doubling Plates under Sounding Pipes	Not examined.
Decks	Hatches and closing appliances	Not examined.	Masts and Rigging examined and found	Not examined.
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Not examined.	Condition, how ascertained (State if wedges removed)	---
Coamings and Casings	Companionways and Skylights	Not examined.	Chain Locker	Not examined.
Beams and Fastenings	Shell Openings	Not examined.	EQUIPMENT	
Frames	Ash Shoots	None.	Equipment Letter	CT 3863 033
Reverse Frames	Overboard Discharges and Scuppers	Not examined.	Condition	---
Longitudinals	Freeing ports	Not examined.	Condition	---
Transverses	Steering Gear (Main and Auxiliary)	Not examined.	Condition	---
Floors	examined and found	Not examined.	Condition	---
Keelsons	Windlass examined and found	Not examined.	Condition	---
Stringers	Pumps " " "	Not examined.	Condition	---
Inner Bottom Plating	W.T. Doors " " "	Not examined.	Condition	---
Bulkheads and Tunnel			Condition	---

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No. See Below.

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee
 Special Damage or Repair Fee (if any) \$1,500.00
 S.F. 325.00
 Travelling Expenses (if chargeable) 20.00
 Second Surveyor's Fee (if any)
 Date when A/c. Rendered 5-5-61.

Rpt. Contⁿ. Sheet 2.

Port of HONG KONG,

Continuation of Ship/Mech. Report No. 16210,

dated 5th May, 1961.

15 MAY

on the S.S. "PARCORALI"

Damage :- (Contd.)

Bottom Shell : (All plates numbered from aft).

To Renew

S.S. "A" strake, Nos. 2, 3, 4, 6, 7, & 14 (part).
 "B" strake, Nos. 3 (part), 4, 5, 7, 8, 9, 10, 11, 12, & 13.
 "C" strake, Nos. 6, 7, 8, 9, 11, & 12.
 "D" strake, Nos. 9, 11 & 12 (all crop and part).

Remove, Fair & Refit (Or part renew, as practicable).

Keel Nos. 6, 7, 9, 10, 11, 12, & 13.
 P.S. "A" strake, Nos. 5, 7, 8, 9, 10, 11, & 12.
 "C" strake, Nos. 6 (part), & 8.

Bilge Keels, port and starboard.

Fire & Fair In Place

P.S. A.13, 15, B.14, C.13, & D.8.
 S.S. A.14, C.13, D.7, 8 & 10.

Damaged floors, girders, frames, tank ends, & c. within the Nos. 1, 2, 3, 4 & 5 D.B. tanks, in way of aforementioned bottom plating (previously surveyed afloat at Saigon) to renew or repair as further recommended after removal of damaged bottom plating.

Rudder & Stern Frame :

Stern frame found set up slightly over full length of skeg and heel fouling lower part of rudder. Rudder to remove for further examination, stern frame to release for fairing, and subsequent check for alignment to be carried out.

Tank Top Plating &c., Within Hold Spaces :

No.1 Hold

Centre line strake tank top plating in way longitudinal C.L. bulkhead, to renew.

Buckled lower section of coaming plating in way of above, with foundation angles, stiffeners and connections to crop and part renew.

2 - "B" strake plates (1p., 1s.) forward to remove, fair and refit.
 Minor set up in s.s. "B" strake plate, between floor Nos. 130 - 140 to fire and fair in place.

No.4 Hold

1 - set up "C" strake tank top plate p.s., to crop and part renew.
 1 - set up "C" strake tank top plate p.s., to remove, fair and refit.
 3 - set up "B" & "C" strake plates, 2 p.s. & 1 s.s., in way floor Nos. 52 - 62, to fire and fair in place.

No.5 Hold

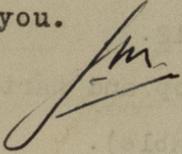
2 - set up tank top plates "B" strake, 1 p.s., 1 s.s., to remove, fair and refit.
 1 - set up tank top plate "B" strake, to fire and fair in place.

(Contn. over)

Damage :- (Contd.)

The ship has remained at a harbour mooring subsequent to the aforementioned surveys, pending Owners' decision regarding repairs, but it is now learned that she has been sold to local shipbreakers for breaking up.

The Owners local representatives have been requested to advise us officially in this connection, which advice will also be duly communicated to you.



© 2021

Lloyd's Register
Foundation