

(Translation.)

Ch. Cormerais,
Ship Surveyor,
SAIGON.

Report of Survey in dry dock on s.s. "GIA-LONG."

In accordance with instructions received from Lloyd's Agents, I had to carry out a general examination of the hull, and verify the rudder and lignum vitae clearances.

Hull.

The too short stay of the vessel in the dry dock did not permit of the chipping of the plates below the water line, which have therefore only been scraped and brushed. In view of the long time (20 months) which has elapsed since vessel was last in dry dock, however, a thorough cleaning of the underwater part of the vessel was required.

It has been observed that plating along entire length of vessel is somewhat badly worn by marine growths, affected areas frequently measuring 0.5 x 0.5 metres, and in some cases 0.8 metre. In the parts concerned the top surface of the plating is formed of thin layers of material which can be removed with the finger nail. It should be pointed out, however, that thanks to the original thickness of these plates (14m/m.), they still afford a sufficient margin of safety. But in future it would be well not to allow vessel to remain afloat for such extensive periods, without drydocking at least once every eight months.

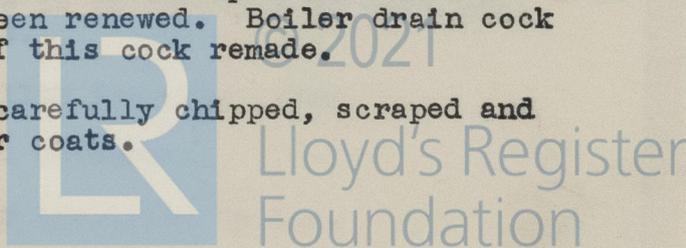
Amidships, on portside, a damaged plate has been cut out and replaced by electrically welded plate. (Repair stated to have been carried out at Bizerta.) Welding was satisfactorily carried out, and is still in good condition.

After scraping and brushing, as reported above, four coats of paint applied to the hull, will enable vessel to put to sea again safely.

Sea connections.

All sea-connections have been dismantled. Seats and valves have been trued up and ground in. Valve spindles renewed. Worn or doubtful studs have also been renewed. Boiler drain cock dismantled, and worn spigot of this cock remade.

Sea-connection "niche" carefully chipped, scraped and brushed, and painted with four coats.



Zincs of niche and of stern renewed. Mud boxes examined and overhauled.

Rudder.

Rudder having been dismantled, 6-7m/m. clearance measured between pintles and gudgeons. No. 3 gudgeon, directly above rudder riser, shows eccentricity of 6m/m. This eccentricity, which is due to faulty design, has been allowed for in the new lignum vitae bush fitted to replace the worn one. Bushes of the three gudgeons and of rudder riser have been renewed.

After reassembly, the rudder, the remaining parts of which were in good condition, was found to be working satisfactorily.

Chains.

During the stay of the vessel in the floating dock, the chains were ranged on land and chipped and coaltarred.

The vessel carried the requisite amount of chains. (8 shackles each on port and starboard.)

Line of shafts.

The shafting was surveyed in August last, as per report CC/41 dated 12th September, 1947; the clearances of the lignum vitae bearings, renewed at that time, were checked in the floating dock and showed normal wear.

Conclusions.

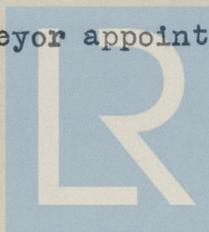
It is stated by the ship that no leaks were observed during the recent voyages of the vessel. On leaving the floating dock the holds (? bilges) were found to be free from any leaks or oozing.

In view of the above-mentioned repairs, carried out with all due care, and the hull being watertight and the repaired gear functioning normally, there is no occasion to make any amendments to the vessel's class.

Saigon, 11th February, 1948.

(s) Ch. Cormerais.

Surveyor appointed by L.A.



Lloyd's Register
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