

DISCLOSED SECTION

107 JUN 1950

Rpt. 8.

No. 9976

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report. 17th Apr. 1950. When handed in at Local Office. 18th Apr. 1950. Port of Hong Kong.

No. in Survey held at Hong Kong. Date, First Survey 28th Mar. Last Survey 5th April, 1950.

Reg. Book. 35166 on the ~~Wood, Iron or Steel~~ Single Screw Steamer "COLON" (No. of Visits 6)

Supp 95751

TONNAGE :- Built at Middlesborough By whom Sir R. Dixon & Co. Ltd. When 1918 MONTH 10
GROSS 3116 Owners Union Enterprises, Ltd. Owners' Address -
UNDER DK. 2858 (If not already recorded in Appendix to Register Book)
NET 1863 Managers - Port belonging to (Honduraz)

Keel Afloat or in Dry Dock? Drydock Name of Dock Taikoo Dock. Destined Voyage Shanghai.

Bor DBa. feet; uE & B. feet; f. feet }
capacity tons. FPT tons; APT tons; MT. feet tons. }

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

CHARACTER	Date of last Survey and of Periodical Surveys	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1	8,49	+LMC 3,43
ssSyd.2nd.No3-8,44		BS 9,48
		CL 7,49

cargo battens not fitted

N.B. All alterations in the existing records should be underlined.

st Report, No. 9683 ~~74~~ Port HK Kong

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete 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 placement 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.

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

Damage report attached. Was a damage report made by anyone else? if so, by whom? No.

REPAIRS, OR EXAMINATION AS PER RULE, FOR CONDITION & DAMAGE, S.R. LIST NO.106.

CONDITION : NOW DONE :-

Ship placed on slipway, bottom & rudder cleaned, examined and coated.

Generally examined hatchways, closing & securing appliances, ventilators and other deck openings, casings, superstructure bulkheads and their closing appliances, windlass and equipment, openings in shell plating, main & auxiliary steering gear.

This vessel was placed on the slipway for repairs to Damage reported herewith. The Owners' Representative stated that finances would not allow any wear & tear repairs to be carried out & requested that the Survey be confined to damage only. The vessel is to sail from Hong Kong to Shanghai in ballast.

(P. T. O.)

MATERIALS OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...	1 & 6 pt.	1 pt.	-	1 pt.				
Removed and Faird or Repaired	-	11 pt.	-	5 pt.				
Faird or Repaired in place ...	3	8	-	10				

PRESENT CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
King of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Platings	Cement or Asphalt	Oil Bunkers	Boats
Rivets & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Shell 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
Longitudinals	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Transverses	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diam. (on board.)
Decks	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Inner Bottom Plating	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Double Bottom Tanks	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Double Bottom Tanks		" " at other places	Standing and Running Rigging
Double Bottom Tanks		Stringers, Clamps & Shelves	Sails
Double Bottom Tanks		Salting	
Double Bottom Tanks		State if examined.	

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 ship, as far as now seen, requires extensive repairs to maintain her in the Society's classification. As the Owners have indicated that no repairs will be carried out and the vessel is to proceed to sea in her present condition, her class should be dealt with as seen fit by the Committee.

Survey Fee (per Section 29)	Charged to	Fees applied for,
	Damage A/c.	10
Additional Damage or Repair Fee (if any) (per Sec. 29)		
Printing Expenses (if chargeable)		10
Additional Surveyor's Fee (if any)		

Surveyor to Lloyd's Register of Shipping, General Committee Thursday 5 July 1950

Committee's Minute FRIDAY 23rd JUNE 1950
Character Assigned *Expunge class with Break Line*

Vertical text on right edge: 1/2 8000-80010-190010

HULL OF THE S.S. "COLON"

None of the recommendations contained in the Surveyor's Report dated 19th December, 1949 ("Preliminary Report for Special Survey") have been dealt with.

Many parts of the ship have since been chipped and the hatchway coamings, decks, bulwarks etc. were found to be holed. The vessel in her present condition is considered to be in an unsafe condition to proceed to sea or for the carriage of cargo.

DAMAGE stated to have been sustained as a result of striking an unknown obstruction on the 18th October, 1949, whilst on a voyage from Ocksen Island to Matsu Island.

NOW DONE : -

Plates and frames numbered from aft.

Port Side:-

"A" strake plate No.4 cropped three frame spaces aft of forward butt and longitudinally & part renewed.

"A" strake plate No.5 after end cropped three frame spaces forward of after butt and longitudinally & part renewed. Remainder of plate faired in place.

"B" strake plate No.5, midsection of plate cropped between Frames No.35½ & 40½ and longitudinally & inboard section renewed.

"B" strake plate No.6, doubling plate fitted & welded to after end.

"D" strake plate No.5 cropped approximately half length and after end renewed.

Starboard Side:-

"A" strake plate No.4 renewed.

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

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower												
	2nd "												
	3rd "												
	Collective Weight												
	Stream.....												
	Kedge.....												

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

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Statio- nary.	Breaking.	Supplied.	Per Rule.	Length.	Diam.				
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.				

Iron Stream Chain or Steel Wire

"A" strake plate No.5 cropped about four frame spaces forward of after butt and after section renewed.

"A" strake plate No.9 cropped, Frames No.80-81 and forward section renewed.

"A" strake plate No.10 cropped forward of lap and "A" 9 carried forward to form new butt.

"B" strake plate No.4 faired in place.

"B" strake plate No.5 faired in place.

(Continued on sheet No.2).

Internals:-

Port Side:-

Shell frame No.34 faired in place.

Floor on frame No.34 faired in place.

Shell frame No.35 faired in place.

Floor on frame No.35 faired in place.

Shell frame No.36 cropped, removed, faired and refitted.

Floor on frame No.36 faired in place.

Shell frame No.37 faired in place.

Floor on frame No.37 faired in place.

Shell frame No.38 cropped, removed, faired and refitted.

Floor on frame No.38 faired in place.

Shell frame No.39 cropped, removed, faired and refitted.

Floor on frame No.39 faired in place.

Shell frame No.40 faired in place.

Shell frame No.66 cropped & part renewed.

Floor on frame No.66 cropped about half height & part renewed.

Shell frame No.67 faired in place.

Shell frame No.68 faired in place.

Double bottom tank margin angle in way "D" 4 plate, cropped & part renewed.

Starboard Side:-

Shell frame No.30 faired in place.

Shell frame No.31 cropped, removed, faired & refitted.

Floor on frame No.31 faired in place.

Shell frame No.32 cropped, removed, faired & refitted.

Floor on frame No.32 cropped about half height, bottom section removed, faired & refitted.

Shell frame No.33 cropped, removed, faired & refitted.

Floor on frame No.33 cropped about half height, bottom section removed, faired & refitted, remainder faired in place.

Shell frame No.34 cropped, removed, faired & refitted.

Floor on frame No.34 cropped about half height, bottom section removed, faired & refitted, remainder faired in place.

Shell frame No.35 cropped, removed, faired & refitted.

Floor on frame No.35 cropped about half height, bottom section removed, faired & refitted, remainder faired in place.

Watertight floor on frame No.36 faired in place.

Shell frame No.37 cropped, removed, faired & refitted.

Floor on frame No.37 cropped about half height, bottom section removed, faired & refitted, remainder faired in place.

Shell frame No.38 cropped, removed, faired & refitted.

Floor on frame No.38 faired in place.

Shell frame No.39 cropped, removed, faired & refitted.

Floor on frame No.39 faired in place.

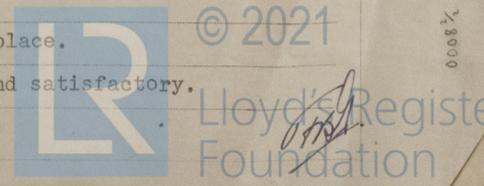
Shell frames No.82, 83, 84 & 85 faired in place.

All repairs tested upon completion and found satisfactory.

S.R. LIST NO.106 : - No repairs carried out.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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