

## LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER



Port ..... of ..... HONG KONG

16th November, 1953.

This is to Certify that

JAMES A. ANDERSON

the undersigned Surveyor to this Society did at the request of

the Owners and of Lloyd's Agents, Hong Kong, survey the S.S. "ADELINA" (ex "MEMBAU"), 394 tons gross, of Hong Kong, on the 4th November, 1953, and subsequently, whilst the vessel lay on the slipway at Wing On Shing, Cheung Sha Wan, Hong Kong, for the purpose of ascertaining the nature and extent of damage stated to have been sustained due to vessel striking a submerged object in Latitude 20.12 North Longitude 110.32 East, Hainan Straits, on 29th October, 1953, whilst on a voyage from Haiphong to Hong Kong.

For further particulars please see Log Books.

The undersigned Surveyor, upon examination

FOUNDRECOMMENDED

All plates and frames numbered from aft.

Keel Plating.

- |   |  |
|---|--|
| (1) Keel plate No.3 heavily set up on starboard side forward. | To be cropped, approximately 10 ft. from forward end and part renewed. |
| (2) Keel plate No.4 set up at starboard landing, full length. | To be fired and faired in place.                                       |

Shell Plating (port).

- |   |   |
|---|---|
| (3) A strake No.3 heavily set up.               | To be renewed.  |
| (4) A strake No.4 heavily set up and fractured. | To be renewed.  |
| (5) A strake No.5 heavily set up and fractured. | To be renewed and extended to crop of A6.                           |
| (6) A strake No.6 set up at after end.          | To be cropped approximately 3'-6" from after butt and part renewed. |

(Continued on sheet 2).

Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed and it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Surveyors or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

S.S. "ADBLINA".

<u>FOUND</u>	<u>RECOMMENDED</u>
<u>Shell Plating (port). Contd. ....</u>	
(7) B strake No.6 heavily set up full length.	To be renewed.
(8) B strake No.7 set up at after butt.	To be fired & faired in place.
<u>Shell Plating (starboard).</u>	
(9) A strake No.3 set up at inboard landing.	To be faired in place.
(10) A strake No.4 heavily set up and fractured.	To be renewed.
(11) A strake No.5 set up between frames and fractured.	To be renewed.
(12) A strake No.6 set up at outboard landing.	To be faired in place.
(13) B strake No.7 heavily set up.	To be renewed.
<u>Internals (port outboard tank).</u>	
(14) Frames No.31 to 37 heavily set up.	To be removed, faired and refitted.
(15) Solid floors on frame No.33 heavily buckled.	Floor to be cropped, removed, faired & refitted.
(16) Solid floor on frame No.37 slightly buckled.	Floor to be fired & faired in place.
<u>Internals (centre tank port side).</u>	
(17) Frames No.26 to 35 heavily set up.	To be removed, faired and refitted.
(18) Outboard brackets on skeleton floors Nos.27, 28, 30, 31, 32, 34 & 35 sharply buckled.	To be removed, faired and refitted.
(19) Solid floor on frames No.29 & 33 buckled.	To be cropped, removed, faired & refitted.
<u>Internals (centre tank starbd. side).</u>	
(20) Frames Nos.26, 27, 28 & 30 heavily set up.	To be removed, faired and refitted.
(21) Frame No.29 slightly set up.	To be fired & faired in place.
<u>Internals (starbd. outboard tank).</u>	
(22) Frames No.35 & 36 heavily set up.	To be removed, faired and refitted.
(23) Inboard bracket on skeleton floor No.35 buckled.	To be removed, faired and refitted.

(Continued on sheet 3).

S.S. "ADELINA".FOUNDRECOMMENDEDInternals (Engine Room port).

- |  |  |
|--|--|
| (24) Frames Nos.15, 16, 23 & 24 buckled. | To be cropped, removed, faired and refitted. |
| (25) Floor No.23 slightly buckled.       | To be fired & faired in place.               |
| (26) Floor No.24 sharply buckled.        | To be cropped, removed, faired and refitted. |

Side Girders (port & starbd.).

- |  |  |
|--|--|
| (27) Side girder in way of port double bottom tank and engine room port & starboard buckled at bottom. | To be cropped, approximately 28 ft. and renewed. |
|--|--|

Tank End (frame No.25).

- |  |  |
|--|--|
| (28) Tank end plate sharply buckled at bottom including shell angle. | Tank end plate and shell angle to be cropped & part renewed. |
|--|--|

It was further recommended that No.2 starboard wing and No.3 port centre & starboard double bottom tanks be cleaned & gas freed for hot work, that the Engine Room bottom be cleaned, that all disturbed cement on Engine Room bottom be renewed, that all repairs be satisfactorily tested on completion, that all pipes etc. in way of repairs be removed and replaced as necessary and that all repairs be satisfactorily tested on completion.

Repairs were carried out by Messrs. Wing On Shing and the cost, Hong Kong Dollars Twenty-five Thousand and Sixty-one (HK\$25,061.00) is considered fair and reasonable.

This price includes :-

Dry docking 1 initial and 11 lay days.	HK\$1,950.00
Hull scraping & painting (included at Owners' request)	1,070.00
Repairs testing etc.	<u>22,041.00</u>
Total	<u><u>HK\$25,061.00</u></u>

Vessel was slipped on 3rd November, 1953 and repairs commenced on the 4th November. Repairs were completed, to the satisfaction of the undersigned and vessel unslipped on 16th November, 1953.

The damage found is considered consistent with the cause alleged.

(Signed)  JAMES W. PEARSON.  
Surveyor to Lloyd's Register.



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Lloyd's Register  
Foundation

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