

30 DEC 1949

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 27 Oct. 1949 When handed in at Local Office 28 Oct. 1949 Port of HONG KONG
No. in Survey held at HONG KONG Date, First Survey 11 Sept. Last Survey 24 Oct. 1949
Reg. Book. 07733 on the ~~Woodlark~~ Steel Single Screw Steamer "EASTERN" (No. of Visits 12)

TONNAGE:— Built at Sunderland By whom J.L. Thompson & Sons, Ltd. When 1944 MONTH 11
GROSS 9896 Owners Eastern & Australian S.S. Co. Ltd. Owners' Address —
UNDER DK 8891 (If not already recorded in Appendix to Register Book).
NET 7129 Managers — Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Taikoo Dock Destined Voyage Japan

Cell No. B or D Ba feet; uE & B feet; f feet }
capacity tons. FPT tons; APT tons; MT feet tons. }
Only alterations in the existing records of tanks should be inserted.

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

Report, No. 9562 Port H.Kg.

Surveys, when held, must be reported in detail and serially 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 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. Also the dates and initials of any letters respecting this case.

16-9-49 H & F.

In 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 required

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition, Completion of S.S., SR List No. 104, & Alterations.

CONDITION: NOW DONE:—

Ship placed in drydock, bottom & rudder cleaned, examined and coated.

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

PAIRS (WEAR & TEAR) NOW DONE:—

Rudder lifted, rebushed and refitted.

Cargo battens & pipe covers throughout ship overhauled and renewed as necessary. A number of unprotected pipes in holds now fitted with efficient steel guards. (P.T.O.)

DESCRIPTION OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...	3 ptly	1 ptly	—	—	—	2 ptly	—	1 bhd. plate (ptly)
Removed and Fair'd or Repaired	—	2 ptly	—	—	—	—	—	2 beam knees
Fair'd or Repaired in place ...	7	5	—	2	2	—	—	—

GENERAL CONDITION OF THE

Eff.	Bulkheads	Engine Room Skylights	Eff.	Copper, or Y.M.
Deck	Celling	Coal Bunkers, Openings, Covers, &c.	—	(State if on Felt.)
Frames	Cement or Asphalt	Oil Bunkers	—	When fitted, Month Year
Fastenings	Rudder	Scuppers	Eff.	Boats
Plating	Steering gear and its connections	Cargo Hatchways	—	Masts, Yards, &c.
" in way of sidelights	Windlass	Hatches	—	Condition, how ascertained from deck
Frames	Have pumps been examined and found efficient?	Planking	—	(State if wedges removed.)
Fastenings	Have Sluice Valves been examined and found efficient?	Caulking	—	Equipment letter
Plating	Have Watertight Doors been examined and found efficient?	Treenails	—	Anchors, No. of
Bottom Plating	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	—	Cables (State if now ranged)
Tanks been examined internally	Air and Sounding Pipes	Transoms, Pointers & Crutches	—	" length 300 f mean diamr. 2 1/2
Tanks been tested? See Rpt.	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	—	" Rule length — size —
		" at other places	—	Chain Locker
		Stringers, Clamps & Shelves	—	Hawsers & Warps
		Salting	—	Standing and Running Rigging
		State if examined.	—	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."

This ship, as far as now seen, is in efficient condition and eligible, in my opinion, to remain as classed and have record of Survey 10,49 and the notation of S.S. with date previously recommended. Indented plating port & starboard to be dealt with at Owners' convenience and placed in list of "Endorsements". Reserve in S.R. List for No. 3 DB tank top plating to be deleted.

Survey Fee (per Section 29) Condition £260.00
Completion SS £300.00
Special Damage or Repair Fee (if any) £200.00
Travelling Expenses (if chargeable) £35.00
Sunday Fee £120.00
Second Surveyor's Fee (if any) £19.00
Telegrams

Fees applied for, 25/10/19 49

Received by me, 19

Committee's Minute

FRI 27 JAN 1950

Character Assigned

See Ksh 74

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation
011628-011635-029013

(Continued on Sheet 3)

HULL of S.S. "EASTERN"

One beam knee removed, faired and refitted.

Repairs hose tested upon completion and found satisfactory.

DAMAGE in way No.6 hold, Port side, time, cause and place sustained stated to be unknown. Damage report dated 13th August, 1947 at Sydney, and other Damage stated sustained on 16th January, 1948 at Sydney due to vessel striking dockhead whilst leaving Sutherland Drydock.

NOW DONE:-

Port side shell plate No.6 from aft in strake below sheer cropped and part renewed. Remainder faired in place.

One shell frame in way cropped and part renewed.

Three shell frames in way faired in place.

Repairs hose tested upon completion and found satisfactory.

DAMAGE in way starboard side diesel bunker, no records available.

NOW DONE:-

Shell plates No.11 & 12 from forward cropped in way of common butt and about half breadth and part renewed.

One shell frame in way cropped and part renewed.

Two shell frames in way faired in place.

One beam knee removed, faired and refitted.

One deck beam in way faired in place.

Repairs tested upon completion by maximum head of water & found satisfactory.

DAMAGE in way No.5 hold, Port side, no records available.

NOW DONE:-

"J" strake shell plate No.15 from forward faired in place.

"J" " " " No.16 " " " " "

"H" " " " No.16 " " " " "

"G" " " " No.16 " " " " "

Repairs hose tested upon completion and found satisfactory.

All the remaining damages to the plating of this ship were specially examined at this time and found to remain efficient and to be of minor importance. It is recommended that the reserve in the S.R.L. for indented shell plating and etc. (p.& s.) and repairs to No.3 D.B. tank top plating now be deleted, and the remaining damages be included in the list of "Endorsements".

The buckled mainmast was dealt with at this Port in May, 1949. Please see H.Kg. Rpt. No.9562.

Interim Certificate "B" issued - copy attached.

Note: Tween deck bulkhead No.66, Port side, has been fitted with a wood, insulated plug refrigerator door, and is therefore no longer watertight. Please see the Secretary's letter dated 19th April, 1949 regarding the alteration to the record in the Register Book of W.T. BHs in tween decks.