

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 Managers Port belonging to London
NET 7129

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

Cell/D/Bor/D/Ba capacity tons. FPT tons; APT tons; MT feet tons. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER: * for Special Survey Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (including date of N.B., if any).

+100A1 with	+LMC MS 10.48	11.44
freeboard 8.48	MBS	2.49
4.49	DBS	11.48
	CL	1.48

Report, No. 9562 Port H.Kg.

Carrying cargo oil F.P. above 150°F. in midship deeptank. Fitted for oil fuel 11,44 F.P. above 150°F. Society's Freeboard (if assigned) as painted on Ship and now verified 13 ft 1 1/2 ins.

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.)

NUMBER 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	-	-	-

EFFICIENT CONDITION OF THE	Eff.	Eff.	Eff.	Eff.
Engines	Eff.	Bulkheads	-	Engine Room Skylights
Decks	"	Ceiling	-	Coal Bunkers, Openings, Covers, &c.
Frames	"	Cement or Asphalt	-	Oil Bunkers
Fastenings	-	Rudder	Eff.	Scuppers
Plating	-	Steering gear and its connections	"	Cargo Hatchways
" in way of sidelights	-	Windlass	"	Hatches
Frames	-	Have pumps been examined and found efficient?	-	Planking
Structural Members	-	Have Sluice Valves been examined and found efficient?	-	Caulking
Bottom Plating	-	Have Watertight Doors been examined and found efficient?	Yes	Treenails
Tanks	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson
Tanks tested	See Rpt.	Air and Sounding Pipes	-	Transoms, Pointers & Crutches
		Doubling Plates under Sounding Pipes	See Rpt.	Timbers of Frame at openings
				" " at other places
				Stringers, Clamps & Shelves
				Salting

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	Fees applied for,	25/10/19 49
Special Damage or Repair Fee (if any)	Completion SS	\$300.00	Received by me,	
Travelling Expenses (if chargeable)		\$ 35.00		
Sunday Fee		\$120.00		
Second Surveyor's Fee (if any)		\$ 19.00		
Telegrams				

Committee's Minute. FRI 27 JAN 1950

Character Assigned. See Kab 74



MADE AND PRINTED IN ENGLAND. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

Is certificate required? If so, to be sent to

All anti-flash screens at mouth of air pipes on upper deck renewed. 52 new wood plugs for air pipes fitted.

A small section of fractured welding in way of deep tanks in pipe tunnel cut out and rewelded, tested under pressure and found satisfactory.

24 new hatch covers supplied.

Hole in No.3 hold after bulkhead, caused by a lashing staple pulling out, now repaired by cropping out a section of the bulkhead plate and welding in a new section, repair hose tested and found satisfactory.

COMPLETION OF PERIODICAL SPECIAL SURVEY: NOW DONE:-

(As per London letter dated 16th September, 1949).

Forepeak tank and midship deep tanks tested under water pressure to Rule requirements and found satisfactory.

All tween deck spaces examined and found or now placed in order. Chain locker examined internally.

Renewal Load Line Survey carried out and freeboard verified.

ALTERATIONS: NOW DONE:-

The refrigeration installation, commenced in May, 1949, has now been complete. No.5 upper tween deck has been converted into four insulated chambers, all clear of the hatchway opening. All bulkheads of steel, erected in accordance with the approved drawing, copy of which has been retained in London. Sounding pipes increased in diameter as per Rule.

The space forward of the hatchway opening between the machinery casing and

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

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT EX STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	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 Cable.	Where and when tested and Superintendent.	
	Length.	Diam.	Statu-tory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.	Fathoms.	Ins.				
			Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.				

the hatchway has been closed by steel bulkheads and insulated to form the evaporator room. One section of the after athwarship bulkhead has been made portable for the renewal of the evaporators if this becomes necessary. This portable plate suitably stiffened and bolted watertight.

The refrigerating machinery is placed in the compartment forward of the starboard forward chamber, abreast the main engine room casing. The deck under the refrigerating machinery has been reinforced by 6" x 3 1/2" x 3/8" reverse angles welded to the existing deck beams, Frames No.59 to 65 inclusive, from engine casing

(Continued on Sheet 2)

HULL of S.S. "EASTERN"

to ship's side, and by fitting 3 fore & aft girders under the engine seatings, from bulkhead No.58 to pillar-supported strong beam Frame No.66. Girders of 6" x 4" x 1/2" O.A. runner under beams with 1/2" intercostal plates welded to beams, deck and runner bar.

All new bulkheads and decks in way of the refrigerated compartments hose tested before insulation was fitted.

Escape trunks, Port & Starboard, at after end of No.5 upper & lower tween decks increased in size for access to refrigerated chamber fans.

Air change pipes to refrigerated chambers, 2 Port & 2 Starboard, abreast after end of midship deckhouse and 2 aft of midship deck house, fitted through upper deck, 3" diameter, openings 30" above upper deck, closed by steel W.T. screwdown mushroom tops.

Two gooseneck type ventilators fitted to new pipe cofferdam on Port side in No.5 upper tween decks. Openings 6" dia., 24" above upper deck, fitted with wood plugs at openings. Scupper to lower hold bilge fitted to this space.

Gooseneck type ventilator, exhaust from refrigerator machinery space, fitted on upper deck, opening 20" x 9", 14" above deck, coaming 1/2" thick, with hinging steel W.T. cover secured by toggles at opening.

Inlet fan ventilator to refrigerator machinery space, fitted on upper deck, 20" dia., coaming 1/2" thick, by 45" high, efficiently stayed and fitted with a wood plug and canvas cover at opening.

An access opening has been fitted in the starboard engine room casing for access to the refrigerating machinery space. Opening fitted with a steel hinging W.T. door.

A sanitary discharge valve between frame No.59 & 60 in the starboard shell plating has been moved one frame space forward and a larger (4") brass non-return storm valve has been fitted between Frames No.59 & 60 for service as an overboard discharge valve from the refrigerator condensers.

Please see Page 3.

S. R. LIST NO. 104:-

DAMAGE to No.3 double bottom tank top plating stated caused by fall of cargo on the 8th February, 1947 at Shanghai. Shanghai damage report dated 10th February, 1947.

NOW DONE:-

One tanktop plate cropped and part renewed, "B" strake No.2 plate from forward.

One tanktop plate cropped longitudinally and part renewed, "C" strake No.2 plate from forward bulkhead.

Two double bottom floors in way faired in place.

Repairs tested under maximum head of water and found satisfactory.

DAMAGE in way No.2 & 3 hold bulkhead Port side, no records available.

NOW DONE:-

"G" strake shell plate No.7 from forward released and faired in place.

"F" strake shell plate No.7 from forward released and faired in place.

Two hold frames cropped, removed, faired and refitted.

Bulkhead boundary bar cropped and part renewed.

Bulkhead plating in way cropped and part renewed.

One 3rd deck beam faired in place.

(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.

