

COPY

31 JAN 1953

LLOYD'S REGISTER OF SHIPPING

A/C No. 1706.

UNITED WITH THE BRITISH CORPORATION REGISTER



*Sub attached to H.Ky rpt
no. 11283*

Port of HONG KONG

20th January, 1953.

A/C No. 1706.

\$ 200.00

\$ 14.00

\$ 214.00

20/1/53.

100147

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. "SAN ROBERTO", 4379 tons gross, of Panama, on the 7th January, 1953, & subsequently whilst the vessel lay afloat at this Port, for the purpose of ascertaining the nature and extent of damage stated to have been sustained due to vessel encountering heavy weather from 2nd to 8th December, 1952, whilst on a voyage from Hong Kong to Yawata, deviating to Keelung, Formosa, for temporary repairs.

For further particulars please see Log Books, also report issued by the Surveyor to the American Bureau of Shipping, Keelung, acting for Lloyd's Agents at that Port.

EXTRACT OF DECK LOG.

Voyage from Hong Kong to Yawata.

- 2nd Dec. 1430. Complete loading iron ore for Yawata, 6750 tons.
- 1525. Stand by Engine.
- 1530. Weighed anchor & full ahead for Yawata.
- 1600. Courses acc. to master's order. Barometer 31.29
Overcast weather. Vis. good. Wind NNE.5,
Temperature 64.
- 1740. Gau Tau Island close on starboard.
- 1900. Waglam Island 239° 17 miles off.
- 2000. Wind. N.6, Barometer 30.88 Temperature 57.
Overcast, rain weather. Vis. fair.
- 2400. Wind. N.6, Barometer 30.42 Temperature 58.
Overcast, cloudy weather. Vis. fair.
- 3rd Dec. 0400. Wind. N.6, Barometer 30.46 Temperature 51.
Overcast weather. Vis. fair.
- 0800. Wind. N.6, Barometer 30.52 Temperature 52.
Overcast, rain weather. Vis. fair.
- 1200. Noon position: Latitude 22° 40' N Longitude
116° 15' E. Wind. N.6, Barometer 30.54
Temperature 52. Overcast, cloudy weather.
Vis. fair.
- 1600. Wind. N.6, Barometer 30.51 Temperature 52.
Overcast, drizzle weather. Vis. fair.

(Continued on sheet © 2021)

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Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of
ees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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EXTRACT FROM DECK LOG.

Continued

Voyage from Hong Kong to Yawata.

- 3rd Dec. 2000. Wind. N.6, Barometer 30.56 Temperature 52.
Rain, overcast weather. Vis. poor to fair.
2400. Wind. N.8, Barometer 30.55 Temperature 52.
Overcast, cloudy weather. Vis. fair.
- 4th Dec. 0400. Wind. N.8, Barometer 30.53 Temperature 51.
Overcast weather. Vis. fair.
Log line broken, rotater lost.
0700. Log line broken, rotater lost.
0800. Wind. NE.8, Barometer 30.58 Temperature 52.
Overcast weather. Vis. good. Shipping water
on deck.
1125. Log streamed of 199.
1200. Noon position: Latitude $23^{\circ} 9.5' N$ Longitude
 $115^{\circ} 0' E$. Wind. N.8, Barometer 30.58
Temperature 52.
Overcast weather & Cloudy. Vis. fair.
1300. Stearing 048° , $3^{\circ} F$ (set) Leeway.
1600. Wind. N.8, Barometer 30.52 Temperature 52.
Overcast weather. Vis. good.
2000. Wind. NNE 8, Barometer 30.55 Temperature 52.
Overcast weather. Vis. good. Shipping water
on deck.
2400. Wind. NNE 8, Barometer 30.56 Temperature 51.
Overcast weather. Vis. good. Shipping water
on deck.
- 5th Dec. 0400. Wind. N.9, Barometer 30.53 Temperature 52.
Overcast weather. Vis. good. Shipping seas
on deck.
0600. Shipping heavy seas. Ship labouring in high
steep seas.
0800. Wind. NNE.9, Barometer 30.55 Temperature 59.
Overcast weather. Vis. good. Shipping heavy
seas. Spray over all.
1200. Noon position: Latitude $23^{\circ} 45' N$ Longitude
 $119^{\circ} 10' E$.
Wind. NNE.9, Barometer 30.51 Temperature 59.
Overcast weather. Vis. good.
1600. Wind. NNE.9, Barometer 30.48 Temperature 59.
Overcast weather. Vis. good. Shipping heavy
seas.
1700. Reduced speed to recover No.1 hatch. One
tarpauline destroyed by weather.
1715. Full speed.
2000. Wind. NNE.9, Barometer 30.52 Temperature 61.
Overcast weather. Vis. good. Shipping heavy
seas on deck.
2400. Wind. NNE.9, Barometer 30.51 Temperature
Overcast weather. Vis. good.
- 6th Dec.
One heavy sea lifted port lifeboat, No.4 out of
the chocks, breaking the lastings. One strake
damaged. One full-reel washed over board, the
other damaged Canvas cover blown to pieces.
No.1 hatch taking water, Ventilator carried to
No.1 hold broken by the seas.
0400. Wind. NNE.9, Barometer 30.50 Temperature 61.
Overcast weather. Vis. fair.
0800. Wind. NNE.10, Barometer 30.50 Temperature 62.
Overcast weather. Vis. good. Shipping heavy
seas on deck.
1200. Noon position: Latitude $24^{\circ} 27' N$ Longitude
 $120^{\circ} E$.
Wind. NNE.10, Barometer 30.48 Temperature 62.
Overcast, cloudy weather. Vis. fair. Shipping
heavy seas on deck.

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EXTRACT FROM DECK LOG.

Continued

Voyage from Hong Kong to Yawata.

- 6th Dec. 1600. Wind. NNE.10, Barometer 30.43 Temperature 62. Overcast weather. Vis. good. Shipping heavy seas on deck.
2000. Wind. NNE.10, Barometer 30.43. Temperature 63. Overcast weather. Vis. good. Dangerous seas 2000 ordered rev. 42 10° Leeway. Shipping heavy seas
2400. Wind. NNE.10, Barometer 30.42 Temperature 62. Overcast weather and cloudy. Vis. good. Shipping heavy seas.
- 7th Dec. 0100. Stearing 030° 10° for Leeway.
0400. Wind. NNE.10, Barometer 30.41 Temperature 61. Overcast, rain weather. Vis. fair. Shipping heavy seas on deck. No.1 bilges pumped out every morning.
0800. Wind. NE.9, Barometer 30.48 Temperature 64. Rain weather. Vis. poor to fair. Shipping heavy seas.
1200. Noon position: Latitude 25° 15' N Longitude 120° 57' E.
- Wind. NE.9, Barometer 30.44 Temperature 64. Overcast, cloudy weather. Rain. Vis. fair.
1600. Wind. NE.9, Barometer 30.38 Temperature 64. Overcast weather. Vis. good. Shipping heavy seas on deck.
2000. Wind. NE.9, Barometer 30.42 Temperature 64. Rain weather. Vis. fair.
2400. Wind. NE.8, Barometer 30.46 Temperature 65. Overcast, cloudy weather. Vis. fair. Shipping heavy seas on deck. Steam and exhaust pipes to windlass broken by the seas.
- 8th Dec. 0400. Wind. NE.9, Barometer 30.37 Temperature 64. Rain weather. Vis. poor to fair.
0450. Hoka Sto Island 136° 15' off. Shipping heavy seas on deck.
0800. Wind. N.10, Barometer 30.37 Temperature 64. Rain weather. Vis. fair to poor. No.1 hold taking water vessel labouring in high seas.
1030. a/c, proceeding to Keelung for shelter. Lost 2 sea anchors with lines. Steward's store-room flooded and his stores damaged. Deck cracking round No.3 hold.
1200. Wind. NNE.9, Barometer 30.38 Temperature 63.
1300. Hoka Sto Island about 1 mile off. Capt's accommodation flooded.
1415. Craig Island. about 105° 2 miles off.
1600. Wind. N.9, Barometer 30.38 Temperature 60. Rain weather. Vis. fair. Shipping heavy seas on deck. Courses according to Master's order.
1840. S.B.E. 1845 slow ahead 1850 half astern 1855 dropped both anchor samble of Samacho Kaku, 7 lengths of cable in the water.
1900. Going anchor watches.
2000. Wind. N.9, Barometer 30.44 Temperature 60.
2100. Sounded 27 fathoms of water. Anchor bearing: Samacho Island 45° Traukome Village 291°.
2400. Rain weather Vis. fair. Ship rolling.
- 9th Dec. At anchor Sanble west of Samucho Kaku.
0400. Wind. N.8, Barometer 30.46 Temperature 56. Rain weather. Vis. fair. Heavy swell from NNE. Opened No.1 hatch, inspected hold. Found two holes in the shell plates, about 2" and 3" wide.

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EXTRACT FROM DECK LOG.Voyage from Hong Kong to Yawata.

Continued

- 9th Dec. 0800. Wind. NW.5, Barometer 30.52.
Port hole, Steward's pantry broken by the seas.
1106. Stand by Engine 1120 weighed anchor and slow ahead.
1125. Full ahead, proceeding to Keelung.
1200. Wind. NNW.7, Temperature 56. Overcast weather.
Vis. good.
1445. Stand by Engine. 1447 slow ahead. 1450 full astern. Dropped anchor, 4 lengths of cable in the water, Keelung anchor Harbour. Surveyor been on board, inspected cracks round No. 3 hatch and holes in the shell plates No.1 hold. Draught impossible to read, too much swell.
- 10th Dec. At anchor Keelung outer harbour.
Northerly light breeze, cloudy. Awaiting orders.
- 11th Dec. At anchor Keelung outer harbour.
N.E. light breeze, cloudy.
Waiting for surveyor from Hongkong. Ventilator carried to No.1 hold taken ashore to be repaired. People from shipyard repairing exhaust pipe from windlass.
Filled 40 tons of fresh water.
- 12th Dec. At anchor Keelung outer harbour.
E.N.E. ly fresh wind, overcast.
2 sections exhaust pipes renewed face-well.
- 13th Dec. At anchor Keelung outer harbour.
Southerly light wind, rain during the night, morning mist. Lloyds Surveyor inspected cracks round No.3 shelter deck and holds in shell plates No.1 hold. Necessary repairs ordered.
- 14th Dec. At anchor Keelung outer harbour.
N.E. ly light breeze, overcast.
0900. Pilot on board. 0915 Stand by Engine 0925 weighed anchor and shifted to Inner Harbour, where tied up in buoys fore and aft. 1025 Finished with engine.
Draught: F. 22' 0" A. 22' 1" M. 22' ½".
Shipyard workers starting repairs.
Ventilator carried to No.1 hold brought on board repairs. 8 welders working during the night.
- 15th Dec. S.W. ly light wind, overcast, mist and rain.
0600. Workers from shipyard doing repairs.
1200. Received 40 tons of water.
Welders working during the night.
- 16th Dec. N.N.E. ly fresh wind, rain.
0600. Shipyard workers doing repairs.
2000. Repairs finished except cement-boxes in No.1 hold.
- 17th Dec. N.E. ly fresh wind, rain.
Waiting for bunkers. Working with cement-boxes in No.1 hold.
1420. Cement-boxes completed. Repairs approved by surveyor.
- 18th Dec. N.E. ly fresh wind, overcast.
Waiting for bunkers.
1700. Filled 40 tons of fresh water.
1915. Started bunkering.

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EXTRACT FROM DECK LOG.

Voyage from Hong Kong to Yawata.

Continued

19th Dec.

- 0300. Light NEly wind, rain. Finished bunkering, 250 tons.
- Draught: F. 22' 4" A. 22' 8" 22' 6"
- Density 0.05 = 1" M. 22' 5"
- 0715. Immigration on board. 0745 Pilot on board.
- 0825. Stand by Engine 0840 weighed anchor let go mooring in buoys and left inner harbour, assisted by one Tug.
- 0910. Stopped and dropped anchor in outer harbour, 3 lengths of cable 0910 Finish with engine, pilot left.
- All lifeboats swung out before leaving port.
- 1430 boat drill.
- 1405. Stand by Engine 1415 weighed anchor.
- 1435 Full away.

All cargo had been discharged at the examination by the undersigned and consequently, external examination of the shell plating in J strake was possible.

The undersigned Surveyor, upon examination

FOUND

RECOMMENDED

Shell Plating (port side).

- (1) J strake No.5 plate fractured between frames 153/154. Fracture vertical, approximately 2" long, and immediately below side stringer shell connecting angle.

To be renewed.

- (2) J strake No.6 plate fractured between frames 143/144. Fracture irregular & adjacent to a previous welded repair.

To be renewed.

Shell Frames (port side).

- (3) Frame No.153 fractured approximately 15 ft. above double bottom tank top.

To be cropped and part renewed.

Bridge Deck Plating etc.

- (4) No.2 Hatch side plate, starbd., fractured at after corner, including corner doubling plate & coaming angle in way. Fracture transverse, approximately 4" long in each member.

Deck plate & doubling plate to be renewed. Coaming angle to be cropped & part renewed.

- (5) No.3 Hatch side plate, port, fractured at after corner, including corner doubling plate and coaming angle in way. Fractures transverse, approximately 3'-6" long in deck plate and full width of doubling plate and coaming angle.

Deck plate & doubling plate to be renewed. Coaming angle to be cropped & part renewed.

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FOUND

RECOMMENDED

(6) No.3 Hatch side plate, port, fractured at forward corner including corner doubling plate & coaming angle in way. Fractures transverse, approximately 3" long.

Doubling plate to be renewed. Hatch coaming angle to be cropped & part renewed. (Note) Hatch side plate covers the full length of hatch.

(7) No.3 Hatch side plate, starbd., fractured at forward corner including corner doubling plate & coaming angle in way. Fractures transverse, approximately 4" long.

Deck plate and doubling plate to be renewed. Hatch coaming angle to be cropped & part renewed.

(8) Deck plate abreast galley, starbd. side, fractured, including casing angle & casing plate in way. Fracture in deck plate transverse, approximately 6" long. Fracture in casing plate vertical, approximately 6" long. Fracture in casing angle complete.

Deck plate and casing plate to be cropped and part renewed. Casing angle to be cropped & part renewed.

(9) Joint of deck plate lapped butt and adjacent doubling plate sprung at seal weld.

Joint to be cut out and re-welded.

Hatch Coamings, Girders etc. Bridge Deck.

(10) No.3 hatch coaming plate, port aft, fractured where flanged at corner.

Coaming plate to be cropped and part renewed.

(11) Diamond plate in girder, No.3 hatch port aft corner, fractured. To be renewed.

Upper Deck Plating etc.

(12) Plate abreast saddle back, port side, fractured at after corner of saddle back opening including side casing angle in way. Fracture transverse, approximately 18" long.

Plate to be renewed. Casing angle in way to be cropped & part renewed.

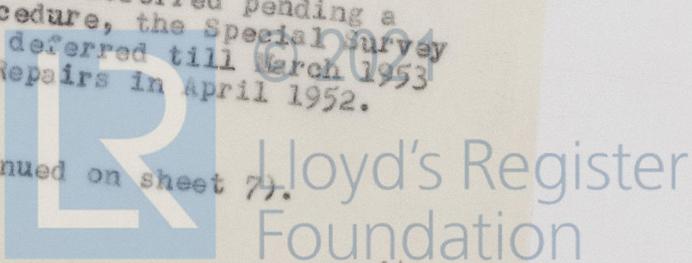
(13) Plate abreast saddle back, starbd. side, fractured at after corner of saddle back opening including side casing angle in way. Fracture transverse, approximately 6" long.

Plate to be renewed. Casing angle in way to be cropped & part renewed.

It was further recommended that all new and disturbed work be painted two coats approved quality and colour, that all pipes, fittings etc. in way be removed and replaced as necessary in order to facilitate repairs and that repairs be satisfactorily tested on completion.

Repairs to this vessel have been deferred pending a decision, by the Owners, as to future procedure, the Special Survey finally due in March 1952, having been deferred till March 1953 in completion of a General Examination & Repairs in April 1952.

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It is estimated that the above itemized repairs, if carried out at this Port and at this time, would cost Hong Kong Dollars Forty Five Thousand (HK\$45,000.00) and occupy ten days.

This cost includes HK\$2,500.00 incurred in removing the temporary repairs effected at Keelung.

Repairs to shell plating in way of the ash shoot are not included in this report as, in the opinion of the undersigned, the defect was not due to the heavy weather encountered in the period under review.

It was noted that previous repairs had been effected to shell plate J strake No.6. No information as to the time and place of carrying out these previous repairs was available but it is considered that they contributed to the defect now found. Renewal of this shell plate is estimated at HK\$5,200.00.

(Signed) JAMES ANDERSON.

Surveyor to HONG KONG Lloyd's Register.



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