

JAN 1963

Ship's Name ~~SS~~ "AMBULOMBO" Gross tons 10952.

Is there a rpt. 9? Yes Port SINGAPORE Rpt. No. 16191

No. of visits 24 First date 20-11-62 Last date 7-1-63.

Interim Cert. issued & copy herewith? Yes Damage rpt. issued & copy herewith? None Last rpt. (H.Q. only)

Date of completing rpt. 8-1-63. Surveyed at, if different from Port above

Surveyed afloat and/or in D.D. Both. Last date of examination in D.D. 29-12-62.

Has a Load Line Survey been held? Yes (Renewal). Freeboard Marks verified Yes

State which additional Rpt. 8 is attached: (Cont); (PS); (DR); (EQ); (Rig) (PS) (DR) (Cont.)

Survey fees Compln. S.S. \$3,125. Alterations \$ 400. Damage fee (75%) Expenses \$115.

S.A. fee \$200.

I have surveyed the above ship in accordance with the Rules for Completion of Special Survey (D) due 4/62 Drydocking, Conditions of Class, Alterations and Wear and Tear Repairs.

The items now surveyed are detailed on this report. All were found or placed in good condition unless otherwise stated.

The Special Survey (D) due 4/62 has been completed at this time and all parts examined and tested at this time have been found or now placed in good condition. The shell and strength deck have been drilled as per the Rules and Report 8 (DR) is attached.

ALTERATIONS

New fresh water tanks have been built as per approved and amended plans in No.2 Hold and No.4 Hold. Plans approved at London on 7/2/62 and 10/12/62 previously.

All new tanks examined on completion and pressure tested to Rule requirements and found satisfactory.

Cont. over...

I recommend that this ship remain as classed with ~~without~~ fresh record of dry docking 12/62 and to have the notation of S.S. 1/63 without condition.

(DR)

DR-117

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

Surveyor to Lloyd's Register of Shipping

Minute DS 12.62. without spl edy (h) subject (m) SS (DR) 1.63. CSM 1.63. TYS (Pas) 12.62 DBS 11.62 Note S.S. 55 (DR) 1.63



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Table with columns: ALSO FOR, SPL FOR, TRO, SRL, POSTING, HEADER, CERT. Includes checkmarks and handwritten initials.

action taken or recommended should be described fully under "defects & repairs". When any part has been subjected to pressure test this should be stated.

date of the next Special Survey. Where repairs have been effected or it is considered that re-examination or repairs should be made before that date the circumstances and

The condition of any item is to be described as "good" only when it has been examined, found or placed in good condition and is considered to be acceptable until the due

### Capacity of New Tanks

#### No.2 Hold (F.W. Tanks)

Port Outer - 100 Tons.  
Port Inner - 100 Tons.  
Stbd. Outer - 100 Tons.  
Stbd. Inner - 100 Tons.

#### No.4 Hold (F.W. Tanks)

Port Side-110 tons + (38 Tons orig.)=148 tons total.  
Stbd Side-110 tons + (38 tons orig.)=148 tons total.

Note:- The above tanks in No.4 Hold are constructed above and are common with the middle of the three tanks at sides of tunnel (P & S).

### WEAR AND TEAR REPAIRS

1. Keel plating frs. 13 - 36 and frs. 146 - 171 corroded locally where vessel has been positioned on drydock keel block over a long period and now fitted with substantial welded doublers extending continuously over the above frame spaces.
2. Keel plates Nos.4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14 from aft found deeply pitted and corroded and now cut off and renewed extending from frame Nos. 35½ to 145½ incl.
3. Shell plates in H & J strakes at frame Nos.62/63 corroded under overboard discharge (port) now fitted with substantial welded doubler.
4. Tween deck stringer plating in way of tank top of new tanks in No.4 Hold thin and wasted now cropped and part renewed frames 60 - 66 (p) and frames 60 - 72 (s).
5. Guard rails abreast No.5 Hatch repaired and welded as necessary.
6. Water cooling pipes to starboard stern tube in after peak tank corroded and holed and now renewed as necessary.
7. All eyeplate bolts for fore and mainmast shrouds corroded and now renewed.

Cont.2....

**PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.** The reason for repairs must be stated and repairs on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs and, besides being detailed above, should be noted in the following summary. *State what action has been taken regarding items which are subjects of class or in SRL Appendix, whether outstanding or new.* Any alterations in existing particulars in the Register Book should also be reported above.

SUMMARY OF DAMAGE REPAIRS	SHELL PLATES	FRAMES	DECK PLATES	BEAMS	OTHER ITEMS
Renewed					
Removed and faired or replaced					
Faired or repaired in place					



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Port SINGAPORE.

Rpt. No. 16191

WEAR AND TEAR REPAIRS (CONT.)

8. 50 Wood hatch covers renewed.
9. 31 Air pipe Canvas covers renewed.
10. 31 Air pipe wire gauzes broken and now renewed.
11. 30 Ventilator plugs and canvas covers renewed.
12. 234 Sidescuttle rubbers perished and now renewed.
13. 23 Stormvalve leathers worn and now renewed.
14. All Ship's side doors opened up and examined and two in number hinge bolts renewed.
15. All deck openings in "E" Deck at frame Nos.34/36 (P), frs.55/57 (p & s) and frs. 133/135 (p) have been fitted with substantial welded plate doublers as compensation. Doublers  $\frac{1}{2}$ " Thick.
16. Other minor repairs effected.

S.R. List No.195

1. Guard rails abreast No.5 hatch dealt with.  
It is submitted this condition be removed from the vessel's Class.
2. Shell plate above starboard stern tube in After peak tank pressure tested and no leakage found. It would appear the leakage into the After Peak Tank was caused by the corroded water cooling tubes and these have been renewed. - See W/T Repairs Item No.6.
3. Openings cut in "E" Deck 3/62 have now been adequately compensated by fitting doublers in way - See W/T Repairs Item No.15.

It is submitted the above conditions, as shown in Items 2 and 3 above, be removed from the vessel's Class.

S.R.L. Appendix:-

Indented shell plating in "L" & "K" Strakes (ss) "E" Strake (ss), J6 (ssf), K11 (ss) and L Strake (ps) in way of frs.126/127 specially examined and found to continue efficient meantime.

Rpt. 8 (P.S.) DRY CARGO SHIP

Ship's Name ~~SS~~MS "AMBULOMBO"

S.S. ( D ) Due 4/62

Port SINGAPORE

Rpt. No. 16191

	<u>Examined &amp; condition</u>		<u>Examined &amp; condition</u>
	<u>FOR S.S.</u>		<u>FOR S.S.</u>
In dry dock from	4-12-62.	* Air & sounding pipes	Good
.. .. . to	29-12-62.	Doublers under .. ..	Good
Shell plating	Good	Steering arrangements (main)	good
Sternframe	Good	.. .. (aux)	Good
Rudder	Good	Windlass	Good
Was rudderlifted?	Yes	Masts & rigging	Good
Plating, etc. in way of shell openings	Good	Hand pumps & suction	Good
Side scuttles & deadlights	Good	W.T. doors	<i>Good.</i>
Overbd. scuppers & discharges	Good	Bulwarks, freeing ports, etc.	Good
F.P. spaces	Good	Summer freeboard as verified	11' 9" /
Chain locker	Good		
A.P. spaces	Good		
Engine space	Good		
Boiler space	Good	<u>EQUIPMENT:</u>	
Under E. & B.	Good	Equipment letter	f + 2 1/4" SQ. /
Coal bunker	None	Fee ltr., if diff. from eqpt. ltr.	-
Tunnel & well	Good	Anchors: No. on board	3 Bowers.
Cement, asphalt, etc., on btm. shell	None	State if ranged	Yes
Weather decks	Good	Length on board	300 fms.
* Casings	Good	Mean dias: range from	2 3/32" to 2 7/32"
* Deckhouses	Good	Rule length	300 fms. Dia. 2 1/4" /
* Superstructures	Good	Mooring ropes	Good
* Skylights	Good		
* Companionways	Good		
* Hatchways	Good		
* Ventilators	Good		
Other items:	-		

\* These items to include their closing appliances  
Where a part Special Survey and, say, Dry Docking Survey are held at the same time, the items for SS should be marked "For SS"



## FOR S.S.

## FOR S.S.

HOLDS & TWEEN DECKS:		Examined & condition	TANKS:	Examined & condition	Tested & condition
No. 1	Hold	Good	F.P. tank	Not Exd.	Not Tested.
"	'Tween decks	Good	A.P. tank	Good	Good
			D.B. tanks & c/dams	Not Exd.	Good
			No. 1 DB	" "	"
			No. 2 DB (P&S)	" "	"
No. 2	Hold	Good	No. 3 DB (P&S)	" "	"
	'Tween decks	Good	No. 4 DB (P&S)	" "	"
			No. 5 DB (P&S)	" "	"
			DB TANK "C" (P)	" "	"
			DB TANK "D" (S)	" "	"
			DB TANK "E" (P)	Good	"
			DB TANK "F" (S)	"	"
No. 3	Hold	Good	A & B O.F. bunkers	Not Exd.	Not Tested
"	'Tween decks	Good			
			4 Settling tanks	Not Exd.	Not Tested
No. 4	Hold	Good			
"	'Tween decks	Good			
			Deep tanks		
			4 d/t's in	Good	Good
			No. 2 Hold (re w)		
No. 5	Hold	Good			
"	'Tween decks	Good	Tunre 1 Side tanks	Good	Good
			3 (P&S)		
			New Tanks in		
			No. 2 Hold	Good	Good
No. 6	Hold	None	Wing tanks	None	None
"	'Tween decks	None			
			Other tanks:		
			DB TANK "G" (P)	Good	Good
			DB TANK "H" (S)	Good	Good
			DB TANK "J" (P)	Not Exd.	Good
			DB TANK "K" (S)	" "	Good
			DB TANK "L" (C)	" "	Good
			Dirty oil tank	Good	Good
			All Coffdm.	Good	Good.
	Cargo battens	Good			
	Ceiling, etc.	Good			



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Thicknesses of each strake of shell and strength deck plating (port and starboard) as ascertained by drilling or other approved method at two positions within the half length amidships for comparison with original thicknesses.

Thicknesses to be in decimals of an inch or millimetres and gaugings to be taken in accordance with Rules.

If plating is not fitted in longitudinal strakes the arrangement should be shown on a sketch and position of gaugings indicated.

**ALL GAUGINGS IN DECIMALS OF AN INCH.**

**SHELL PLATING**—exact frame stations of gaugings to be stated

STRAKE	Position	Letter	FORWARD—FRAME Nos. 133/4				AFT—FRAME Nos. 53/54				REMARKS		
			Original Thickness	Thickness by gauging		Diminution if any		Original Thickness	Thickness by gauging			Diminution if any	
				Port	Stbd	Port	Stbd		Port	Stbd	Port	Stbd	
Bridge sheerstrake		M	.63	.60	.58	.03	.05	.63	.65	.65	-	-	
Bridge strake below		L	.89	.81	.82	.08	.07	.61	.62	.63	-	-	
Sheerstrake		S	.72	.65	.675	-	-	.61	.65	.65	-	-	
1st strake below		J	.61	.60	.575	.01	.035	.61	.60	.62	.01	-	
2nd " "		I	.61	.65	.60	-	.01	.61	.65	.60	-	.01	
3rd " "		H	.61	.60	.65	.01	-	.61	.65	.55	-	.06	
4th " "	Bulge	G	.61	.60	.65	.01	-	.61	.65	.67	-	-	
5th " "		F	.63	.65	.62	-	.01	.63	.72	.65	-	-	
6th " "		E	.63	.65	.67	-	-	.63	.65	.65	-	-	
7th " "		D	.63	.65	.65	-	-	.63	.70	.675	-	-	
8th " "		C	.63	.65	.65	-	-	.63	.70	.70	-	-	
9th " "		B	.63	.65	.70	-	-	.63	.67	.70	-	-	
10th " "		A	.68	.65	.625	.03	.055	.63	.70	.62	-	.01	
11th " (KEEL)		K	.80	.375		*425		.80	.80		-		*Removed Nos. 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 (No. from aft).
12th " "													

FORW. FRS. 128/9

AFT. FRS. 53/54

**STRENGTH DECK**—exact frame stations of gaugings to be stated

Stringer Plate	.50	.49	.51	.01	-	.50	.45	.47	.05	.03
1st strake inboard	.46	.50	.50	-	-	.46	.40	.40	.06	.06
2nd " "	.46	.475	.475	-	-	.46	.40	.40	.06	.06
3rd " "	.46	.50	.50	-	-	.46	.42	.45	.04	.01
4th " "	.46	.50	.475	-	-	.46	.45	.40	.01	.06
5th " "	.46	.50	.50	-	-	.42	.40	.42	.02	-
6th " "	.46	.45		.01		.42	.42			

*Drilling considered satisfactory*

