

Rpt. 8

Port SINGAPORE

No. 13503

Date of writing Report 19th Sept. 1959 When handed in at Local Office

Received London

Survey held at SINGAPORE

No. of Visits Two

First Date 11. 9. 19 59.

Last Date 12. 9. 19 59.

## REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B &amp; C of the Rules.

No. in R.B.

31122

on the Iron or Steel M.S.

"SPONDILUS"

Tons gross 7403

Year 1927

Month 9

Built at ROTTERDAM

By Whom Meats. Eysenord

Owners SHELL PETROLEUM CO. LTD.

Owners' address

(If not already in R.B.)

Managers

Port of Registry LONDON

Surveyed Afloat or in Drydock Afloat

Name of Dock

Date of last exam. in Drydock

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report No.

Port

To be filed in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplements)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, as a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100A1 oil tanker		+IMC CS	9, 57
		DBS	9, 57
Dkg.	8, 57	TSCL	6, 56
SS. (Dr) 12, 52	8, 57	Sps	9, 57
Mchy. aft.			

In damage cases where the Surveyor has not made a special damage report he should state whether he offered his services for this purpose and to whom and why they were declined.

Freeboard as marked on ship and now verified

Was a damage report made by anyone else? If so, by whom?

EXAMINATION AND REPAIRS AS PER RULE FOR GENERAL EXAMINATION TO ASCERTAIN THE FITNESS OF SHIP TO PROCEED ON VOYAGE SINGAPORE TO HONGKONG AS AN UNCLASSED HULK WHERE, IT IS STATED, SHE IS TO BE BROKEN UP.

NOW DONE:- Hull generally examined, so far as practicable, afloat and found sound and tight. Tail shaft stern gland hardened up and main engine turning gear engaged. Steering gear locked in mid position.

Nos. 2, 4 and 6 wing tanks generally examined and found satisfactory. All Freeboard classing appliances checked. All openings including ventilators, hatchways, watertight doors, companionways, airpipes side scuttles, skylights and casing doors sealed and left sound and tight.

It is considered that the ship is in fit condition to be towed to Hong Kong as an Unclassed Hulk.

CONTINUATION OVER/ON SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Decks	Other Items
Renewed								
Removed and Replaced or Repaired								
Repaired in place								

Has a Survey also been held on machinery of the Ship?

No

Is Classification Certificate required? If so, to be sent to

No

If so, is the Report sent now, or when will it be sent?

-

Has Interim Certificate been issued?

Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:— "to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.55"; or "to remain as Classed and to have record of drydocking 1.55, and the notation of S.S. . . . 1.55".

This ship so far as now seen is in my opinion in fit condition to proceed to Hong Kong under tow as an Unclassed Hulk.

W. L. Taylor  
Surveyor to Lloyd's Register of Shipping

FRIDAY - 6 NOV 1959

Date of Committee

Minute

See minute  
on Casualty rbl

30m.4.57 T.

002438-002946-0112

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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

SURVEY

Items	Now Examined YES-NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank		
Rudder lifted		A.P. "		
Weather Decks, Superstructures and Casings		D.B. Tanks (Indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances				
Ventilator coamings, skylights, companionways and closing appliances		Fresh Water Tanks		
Holds		Deep Tanks		
'Tween Decks		Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces		Side Tanks		
After "		Wing Tanks		
Engine Space		Other Tanks		
Boiler		Cargo Tanks (Tankers)		
Under Engines and Boilers				
Tunnel and Well		Cofferdams		
Coal Bunkers		Pump Rooms		
Chain Locker				
Other Spaces				

Have Tanks now Examined been Cleaned as Necessary?

Have Rooms in Cargo Tanks (of Tankers) been removed?

Have Tanks been Retested as necessary after completion of any Repairs?

Have the spaces now surveyed been cleared and cleaned as necessary?

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules?

Have the bilges been cleaned out and examined?

Has cement in bottom been examined?

Has steelwork had rust removed and afterwards been recoated as necessary?

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork?

Has a Load Line Survey been held?

If so, state which

Have the shell and deck plating been drilled as per Rule?

If so, Report 8(Dr) to be attached

Have any alterations to the approved scantlings and arrangements now been effected?

If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 &amp; 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Ceiling and Cargo Battens	Sluice Valves examined and found
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes
Decks	Hatches and closing appliances	Masts and Rigging examined and found
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)
Coamings and Casings	Companionways and Skylights	Chain Locker
Beams and Fastenings	Shell Openings	EQUIPMENT
Frames	Ash Shoots	Equipment Letter
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)
Transverses	Steering Gear (Main and Auxiliary)	" length mean diam. (on board)
Floors	examined and found	" Rule Length Size
Keelsons	Windlass examined and found	Hawsers and Warps
Stringers	Pumps " " "	State if any Anchors or Chain Cable have
Inner Bottom Plating	W.T. Doors " " "	now been supplied or retested, if so,
Bulkheads and Tunnel		complete Report 8(Eq) and attach.

Have conditions (A) or endorsements (B) of Class (if any) been dealt with?

See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee \$ 500

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable) \$ 10

Second Surveyor's Fee (if any)

Date when A/c. Rendered

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