

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 29th April 1947. When handed in at Local Office 29th April 1947. Port of Southampton

No. in Survey held at Portsmouth. Date, First Survey 1st below 46 Last Survey 22 April 1947.

Reg. Book. 5688r on the Wood, Iron or Steel S.T. "LEMBU" ex Empire Lillibet (No. of Visits 9)

Tonnage: - Built at Thorne, Doncaster By whom R. Dunston Lia. When 1944

GROSS 138 Owners Shell Co. of Straits Settlements Lia Owners' Address as recorded

UNDER DK. 131 Managers - Port belonging to London.

NET -

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock No 4 Portsmouth Dockyard Destined Voyage

Cell DBor DBa feet; uE & B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

total capacity tons. FPT tons; APT tons; MT feet tons. } CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. Machinery and Boiler Surveys (Including date of N.B., if any).

N.B. - All alterations in the existing records should be underlined. Last Report, No. 19500 Port - Sore

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and 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 replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage 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. Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 0 1/2 ins. PROVISIONAL 1-6.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Docking, alterations to Bunkers and Damage as per S.R.L.

How done: - The vessel placed in dry dock, the bottom and rudder cleaned examined and found in good order and afterwards recoaled. The rudder lifted and refitted. Decks, coamings, casings, ventilators, hatchway steering gear & its connections windlass and general equipment examined and found in efficient condition. Machinery space and boiler space examined and found in good condition.

Alterations The Existing Coal Bunkers Bulkheads frames 22-30 inclusive renewed and an oil fuel bunker fitted port and starboard all as per plan approved 29-11-46. The bunkers tested on completion as per rule and found satisfactory. A freeboard assignment was given at this time and Certificates issued. Repairs wear & tear - one Rudder pull bush renewed. P.T.O

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed								Stem bar Cracked & part renewed.
Removed and Faired or Repaired	8							
Faired or Repaired in place ...	6							

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Decks	Good		Good		Good		(State if on Felt.)
Caulking of Decks	do	Celling	-	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	Year
Coamings	do	Cement or Asphalt	Cent Good	Oil Bunkers	New		
Beams & Fastenings	do	Rudder	Good	Scuppers	Good	Boats	Good
Outside Plating	do	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
" " in way of sidelights	-	Windlass	Good	Hatches	Good	Condition, how ascertained	from BK
Frames	had Exa Good	Have pumps been examined and found efficient?	Not Exa	Planking	-	Equipment letter	-
Reverse Frames	had Exa Good	Have Sluice Valves been examined and found efficient?	Not Exa	Caulking	-	Anchors, No. of	2. B. (Stocked)
Longitudinals	-	Have Watertight Doors been examined and found efficient?	-	Treenails	-	Cables (State if now ranged)	Yes
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemon	-	" length	60 mean diam. 14/16
Floors	had Exa Good	Air and Sounding Pipes	Good	Transoms, Pointers & Crutches	-	" Rule length	60 ft size 7/8 dia
Keelsons	do	Doubling Plates under Sounding Pipes	-	Timbers of Frame at openings	-	Chain Locker	Good
Stringers	-			" " at other places	-	Hawsers & Warps	Good
Inner Bottom Plating	-			Stringers, Clamps & Shelves	-	Standing and Running Rigging	Good
Have the Tanks been examined internally?	No			Salting	-	Sails	-
Have the Tanks been tested?	Fore head						

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."

The vessel is eligible in my opinion to remain as now classed with fresh record of Survey 4-47 and to outstanding items being dealt with as previously recommended.

Survey Fee (per Section 29)	Special Damage or Repair Fee (If any) (per Sec. 29)	Travelling Expenses (if chargeable)	Second Surveyor's Fee (if any)	Committee's Minute	Character Assigned
for Bunker £ 15 : 0 : 0	£ 10 : 0 : 0	£ 6 : 16 : 6			Deferred

Surveyor to Lloyd's Register of Shipping. T.S. withheld. JUES. 15 JUL 1947. Fitted for oil fuel 4.47 FP above 150°F

Supp. 966664

will be forwarded later.

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

Freeboard Certificate to Southampton.

As Certificate required? If so, to be sent to

004062-004066-0167

S.T. "LEMBU" ex "Empire Lilliput"

Alterations Freeboard 4 door Coamings increased to 24"
 2 " " have had hinged extension pieces fitted
 Drifting holes drilled in all air pipes.

S.R.L. Stem Damage. repairs effected

Stem bar Cropped, part renewed & both electrically welded

Shell Port Side plates numbered from forward

B.1. C1. D1. E1. & No1 Bulwark plate off. faired and refitted

A1 & C2 plates faired in place.

Starboard Side plates numbered from forward

B1. C1. D1 & E1 also No1 Bulwark plate off. faired & refitted.

A1. C2. C4 & C5 faired in place.

The fore peak tank was tested as per rule on completion of repairs & found satisfactory

It is recommended that the above be deleted from the S.R.L.

The remaining items on the S.R.L. - There was not opportunity at this time to effect any repairs. They were examined and continue to remain efficient.

The vessel has been fitted for oil fuel 4-47 flash point above 150° F.

The approved plan of O.F. Bunkers is returned herewith
 Christ.

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.	lbs.			
	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 Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.

Iron Stream Chain }
 or Steel Wire }

Due to Ministry of Shipping requirements, a Provisional Freeboard Certificate was issued for the Voyage to Singapore, valid for a period of 3 months i.e. until the 31st July 1947. A copy of which has been forwarded.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.