

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 October 46 Last Survey 22 April 1947.
Reg. Book. 5688r on the Wood, Iron or Steel S.T. "LEMBU" ex Empire Lilliput (No. of Visits 9)

TONNAGE :-
GROSS 138
UNDER DK. 131
NET -

Built at Thorne, Doncaster

By whom R. Dunston Lia.

When 1944

Owners Shell Co. of Straits Settlements Lia

Owners' Address as recorded

(If not already recorded in Appendix to Register Book).

Managers -

Port belonging to London.

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
total capacity tons. FPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B. All alterations in the existing records should be underlined.

Last Report, No. 19500 Port -

(Periodical Surveys, when held, must be reported in detail and serially 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.

Not required.

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

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, hatchways, 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 Bunker 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 pulley 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 & bent renewed.
Removed and Faired or Repaired	8							
Faired or Repaired in place	6							

PRESENT CONDITION OF THE

Decks	Good	Bulkheads	Good	Engine Room Skylights	Good	Copper, or Y.M. (State if on Felt.)	
Caulking of Decks	do	Ceiling	-	Coal Bunkers, Openings, Covers, &c.	-	When fitted, Month	Year
Coamings	do	Cement or Asphalt	Cent. Good	Oil Bunkers	New	Boats	Good
Beams & Fastenings	do	Rudder	Good	Scuppers	Good	Masts, Yards, &c.	Good
Outside Plating	do	Steering gear and its connections	Good	Cargo Hatchways	Good	Condition, how ascertained (State if wedges removed)	from BK
" " in way of sidelights	-	Windlass	Good	Hatches	Good	Equipment letter	-
Frames	had Exa. Good	Have pumps been examined and found efficient?	Not Exa.	Planking	-	Anchors, No. of	2. B. (Stocked)
Reverse Frames	had Exa. Good	Have Sluice Valves been examined and found efficient?	Not Exa.	Caulking	-	Cables (State if now ranged)	Yes
Longitudinals	-	Have Watertight Doors been examined and found efficient?	-	Treenails	-	" length 60 mean diam. 1 1/4 (on board)	1 1/4
Transverses	-	Have Ventilators and their Coamings been examined and found efficient?	Yes	Breasthooks & Stemson	-	" Rule length 60 size 7/8 dia	7/8 dia
Floors	had Exa. Good	Air and Sounding Pipes	Good	Timbers of Frame at openings	-	Chain Locker	Good
Keelsons	do	Doubling Plates under Sounding Pipes	-	" " at other places	-	Hawsers & Warps	Good
Stringers	-			Stringers, Clamps & Shelves	-	Standing and Running Rigging	Good
Inner Bottom Plating	-			Salting	-	Sails	-
Have the Tanks been examined internally?	Yes			State if examined.			
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) for Bunker	£ 15 : 0 : 0	Fees applied for,	
Special Damage or Repair Fee (if any) (per Sec. 29)	£ 10 : 0 : 0		19
Travelling Expenses (if chargeable)	£ 6 : 16 : 6	Received by me,	19
Second Surveyor's Fee (if any)	£		

Committee's Minute

Character Assigned

FRI. 30 MAY 1947

Date T.S. withheld

4.47 Pts subject

BS 4.47

Fitted for oil fuel 4.47 FP above 150°F

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

Alterations Freeboard

4 door Coamings increased to 24"

2 " " have had hinged extension pieces fitted

Snifting holes drilled in all air pipes.

S.R.L. Stem Damage. Repairs effected

Stem bar Cropped, part renewed & butt electrically welded

Shell Port Side plates numbered from forward

B.1. C1. D1. E1. & No1 Bulwark Heati off. fared and refitted

A1 & C2 plates paired in place.

Slaid Side leaves numbered from forward

B1. C1. D1 & E1 also No1 Bulwark plate off. Painted & repaired.

A1. C2. C4 & C5 failed 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 levers 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

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														If Patent state name of Patentee.		If Stockless, state Mechanical Test.
	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.

[illegible]

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 ~~is~~ has been forwarded.