

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 18-6-1957 When handed in at Local Office 1957 Port of SINGAPORE
 Not in Reg. Book Survey held at SINGAPORE Date, First Survey AND Last Survey 15-6-1957
 69905 on the ~~Ward~~ Steel "MELAMPUS" (No of Visits ONE)

TONNAGE:— Built at Newcastle By whom Palmers' Co. Ltd. When YEAR 1924 - MONTH 6
 GROSS 6382 Owners Ocean Steam Ship Co. Ltd. Owners' Address —
 UNDER DK Managers A. Holt & Co. (if not already recorded in Appendix to Register Book)
 NET 3893 Port belonging to LIVERPOOL

Surveyed Afloat or in Dry Dock? Afloat Name of Dock — Destined Voyage —

Cell D Bor D Ba 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. 21406 Port AMS

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. Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR LOSS OF EQUIPMENT.

Attended on board at request of Owner's Representative on account of loss of equipment. It was stated that the lost anchor was lost in the Western anchorage Singapore on the 13th June 1957 due to the end link parting.

Now Done:—

Spare anchor now fitted to lost hawse after removal of 15 15 fathom length of cable (stowed on board). No marks were discernable on the spare anchor but the number 15416 on the anchor shackle appeared to be an L.P.H. number. No certificates of equipment were available on board ship.

A new joining shackle marked L.P.H. 3334 was fitted to the spare anchor and the 2nd length rebol (p). (CONTINUED OVER)

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE

Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Caulking of Decks	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings	Cement or Asphalt	Oil Bunkers	Boats
Beams & Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Outside Plating	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
" " in way of sidelights	Windlass	Hatches	Equipment letter
Frames	Have pumps been examined and found efficient?	Blanking	Anchors, No. of
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
Longitudinals	Have Watertight Doors been examined and found efficient?	Treenails	" length mean diamr. (on board.)
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson	" Rule length size
Floors	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
Keelsons	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
Stringers		" " at other places	Standing and Running Rigging
Inner Bottom Plating		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally?		Salting	
Have the Tanks been tested?		State if examined	

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."

This ship so far as now seen is eligible in my opinion to remain as classed without fresh record of survey subject to a bow anchor & 15 fathoms of anchor cable being supplied and fitted at the first opportunity.

Survey Fee (per Section 23) EQUIP. \$45 : : Fees applied for, 19/6/57
 Special Damage or Repair Fee (if any) £ : : Received by me, W. P. Taylor
 Travelling Expenses (if chargeable) \$5 : :
 Second Surveyor's Fee (if any) £ : :
 Committee's Minute
 Character Assigned As now subject to Rule requirements

TUESDAY 16 JUL 1957

Surveyor to Lloyd's Register of Shipping.

004257-004262-0156

Now Done (continued)

It was stated that the equipment now on board was 9 x 15 f (p) and 10 x 15 f (s).

It is recommended that a bowser anchor & 15 fathoms of anchor cable to Rule requirements be fitted at the first opportunity, meantime considered efficient

NOTE:- The end link which fractured resulting in the loss of the last anchor was very clean at the break, showing no signs of porosity in the metal.

W.P.L.

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.

[illegible]

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 shew through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN

If Stockless state Mechanical Tests