

# REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 23rd Feby. 41. When handed in at Local Office 24th Feby. 41. Port of Singapore.

No. in Reg. Book. Survey held at Singapore.

Date, First Survey 15th Jany., Last Survey 21st Feby., 1941.

33504 on the ~~Wood, Iron or Steel~~

S.S. "TILDA".

(No. of Visits 16.)

TONNAGE:— Built at Sunderland.

By whom J. Blumer & Co.

YEAR. MONTH. When 1903 - 1.

GROSS 2768.

Owners Rederi A/B Turret.

Owners' Address (if not already recorded in Appendix to Register Book).

UNDER DK. 2548.

Managers K. Hansen.

Port belonging to Helsingfors.

NET 1730.

Surveyed Afloat or in Dry Dock? Yes.

Name of Dock Tanjong Pagar.

Destined Voyage

Cell D B or D B a

feet; u E & B

feet; f

feet

feet

Capacity

tons. FPT

tons; APT

tons; MT

feet

tons.

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

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

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

st Report, No. 3245 Port Pnt

Medical 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.

Secretary's cablegram dated 20/12/40.

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 3 ft. 4 1/2 ins.

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

PAIRS, OR EXAMINATION AS PER RULE, FOR Docking and Completion of 4th S.S. No. 1.

Vessel placed in dry dock.

Bottom and rudder cleaned, examined and recoated.

Decks, hatches, ventilators and steering gear examined and after repairs found

satisfactory.

Now done for completion of 4th S.S. No. 1 :- Fresh water tanks at after end of bridge space

removed; centre strake of deck plating in way renewed from forward end of No. 3 hatch to engine room casing inside bridge space; one plate in next strake to starboard renewed; two plates (1P. & S.) in second strakes from centre strake renewed; two plates in third strake to port renewed; scuppers at corners of engine room casing renewed; all stiffeners on after bulkhead of bridge in way of tanks renewed; about thirty side frames at port side of bridge space bracketted to deck on account of wastage above cement fillings; sundry minor repairs. (6 deck plates in all 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	...	...	...	...	...	...	...	...
Removed and Faired or Repaired	...	...	...	...	...	...	...	...
Faired or Repaired in place	...	...	...	...	...	...	...	...

## PRESENT CONDITION OF THE

Decks	Good.	Bulkheads	—	Engine Room Skylights	Good.	Copper, or Y.M.	—
Planking of Decks	"	Ceiling	—	Oil Bunkers, Openings, Covers, &c.	"	(State if on Felt.)	—
Stowings	"	Cement or Asphalt	—	Oil Bunkers	—	When fitted, Month	Year
Rails & Fastenings	—	Rudder	Good.	Scuppers	Good.	Boats	Good.
Deck Plating (Report)	Good.	Steering gear and its connections	"	Cargo Hatchways	"	Masts, Yards, &c.	"
" in way of sidelights	—	Windlass	"	Hatches	"	Condition, how ascertained	From deck.
Frames	—	Have pumps been examined and found efficient?	—	Planking	—	(State if wedges removed.)	—
Longitudinals	—	Have Sluice Valves been examined and found efficient?	—	Caulking	—	Equipment letter	—
Transverses	—	Have Watertight Doors been examined and found efficient?	—	Treenails	—	Anchors, No. of	3 B. 1 S. & 1 K
Floors	—	Have Ventilators and their Coamings been examined and found efficient?	Good.	Breasthooks & Stemson	—	Cables (State if now ranged)	No.
Keelsons	—	Air and Sounding Pipes	—	Transoms, Pointers & Crutches	—	" length (on board)	stated to
Stringers	—	Doubling Plates under Sounding Pipes	—	Timbers of Frame at openings	—	" Rule length	be complete.
Inner Bottom Plating	—			" at other places	—	Chain Locker	—
Have the Tanks been examined internally?	—			Stringers, Clamps & Shelves	—	Hawsers & Warps	Good.
Have the Tanks been tested?	—			Salting	(State if examined.)	Standing and Running Rigging	"
						Sails	—

## 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 vessel is eligible, in my opinion, to remain as classed and to have the record of survey 2,41 and the notation of S.S. No. 1 (with date as previously recommended) subject to the indented bottom plates (s.s.a.) being dealt with at the Owners' convenience.

Survey Fee (per Section 20) \$100.00

Fees applied for, 21/2/41.

Special Damage or Repair Fee (if any) \$100.00

Received by me, 19.

Travelling Expenses (if chargeable) \$ 30.00

Second Surveyor's Fee (if any) £

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

TUE. 18 NOV 1941

FRI. 12 JUN 1942  
OMIT CLASS  
ON RE-PRINT



Lloyd's Register Foundation



9.

p. 9 - 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.

Foremost deck stringer plate on forward well deck at port side renewed.  
Foremost deck plate in adjacent strake renewed.  
Two deck plates at port side of No.1 hatch renewed.  
Two deck plates at starboard side of No.1 hatch renewed.  
Foremost deck plate in adjacent strake renewed.  
Foremost deck stringer plate on forward well deck at starboard side renewed.  
Deck plate at port forward side of No.2 hatch (2nd strake from stringer) renewed.  
Deck plate at port forward end of No.2 hatch (3rd strake from stringer) renewed.  
Aftermost deck plate in strake adjacent to stringer at starboard side renewed.  
Centre strake between No.2 hatch and bridge front doubled.

4 plates at forward end of No.1 hatch and in way of fore-castle renewed. viz.,  
1 plate in centre line strake, 2 plates (1 P. & 1 S.) in adjacent strake and  
1 plate in 2nd strake to starboard. (15 deck plates in all renewed here).  
2 doublers at forward corners of No.1 hatch renewed.  
No.2 hatch coaming partly doubled in way of steam pipes.

Freeboard marks recut and verified.

Special Reasons List No.11 :- 4th No.1 and repairs dealt with as reported.

Following form:—

## ANCHORS.

*If Stockless, state Mechanical Test.*

## CHAIN CABLES.

Iron Stream Chain )  
or Steel Wire.... )

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 execu  
 whate  
 entry  
 Comm  
 Cert. B.

Cert. B.

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