

Rpt. 8

Port SINGAPORE.

2 OCT. 1962 15931

Date of writing Report 28 Sept. 1962.

When handed in at Local Office

Received London

Survey held at SINGAPORE.

No. of Visits

First Date 28 Aug. 1962.

Last Date 5 Sept. 1962.

# REPORT OF SHIP SURVEYS AND REPAIRS

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

No. in R.B.

69992

on the Iron or Steel

S.S.

"LEEWANA"

N/N "IMPAKA"

Tons gross 960

Built at PORT GLASGOW.

By Whom LITHGOWS LTD.

When 1925 - 1

Owners PANAMANIAN ORIENTAL STEAMSHIP CORP.

Owners' address (If not already in R.B.)

Managers WHEELLOCK, MARDEN & CO. LTD.

Port of Registry PANAMA.

Surveyed Afloat or in Drydock Name of Dock

Date of last examn. in Drydock 30-9-62.

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

Last Report: No. 16527 Port H.K.S.

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

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, at 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(Eg) which is to be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
BS*		MBS*	8/59
Dkg.	10/61	MBS	10/61
SS	8/59	TSCL	8/59N
(DR)	10/61	sps.	8/58
CT 896.			

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

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 4 ft 8 1/2 ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DRYDOCKING.

## WEAR AND TEAR REPAIRS

- 12 Stormvalves opened up and examined and 8 leathers worn and renewed.
- 2 Wood hatch covers renewed (broken).
- Bulwark rail bars at fore end of bridge (p & s) holed and now cropped and part renewed.
- 23 Hatch cleats corroded and thin and now cut off and renewed.
- Chain spurling pipes within forecandle (p & s) holed and corroded now cut off and renewed.
- Nos. 1 and 2 Keel plates from aft thin and wasted and now fitted with substantial welded plate doubler approx. 16' 0" long.
- 7 Hatch coaming stays renewed (3 at No. 1 and 4 at No. 2 Hatch).
- All wire shrouds for foremast (8 in number) corroded at lower thimble now renewed.

In view of the condition of the upper and raised quarter deck plating and the fact that it appeared thin, it was recommended to the Owner's Representative (Local Agents) that test holes be drilled (1 hole on each plate (middle strake only)) abreast Nos. 1 and 2 hatch ways (port and starboard). All test holes were gauged and found to be 0.21" thick. Recommendations were then made to the Owner's Representative to drill

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

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

Is Classification Certificate required? If so, to be sent to No

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

Has Interim Certificate been issued? Interim Certificate not issued at this time.

## 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".

For the information of the Committee.

Record of DS 9, 62 Subject

*[Signature]*  
Surveyor to Lloyd's Register of Shipping

FRIDAY 5 OCT 1962

NOTED FOR FILING  
Noted for Header

Date of Committee

Minute

DS 862 subject  
58.62  
Cable specially

FRIDAY 12 OCT 1962

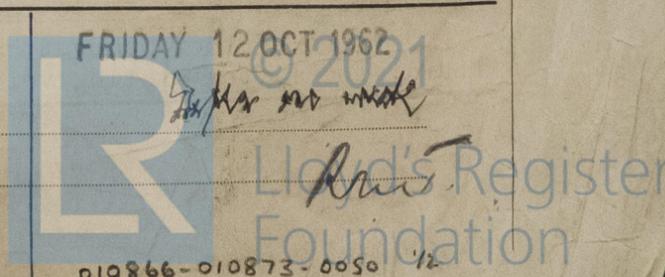


TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DRYDOCKING SURVEY

Items	Now Examined		Tanks	Now Examined Internally	Now Tested
	YES	NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes		F.P. Tank	No	No
Rudder lifted	No		A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes		D.B. Tanks (indicate Oil Fuel and Cofferdams)	No	No
Hatchways, Covers, closing and securing appliances	Yes				
Ventilator coamings, skylights, companionways and closing appliances	Yes		Fresh Water Tanks	No	No
Holds	No		Deep Tanks	No	No
'Tween Decks	No		Oil Fuel Bunkers and Settling Tanks	No	No
Fore Peak Spaces	No		Side Tanks	None	
After "	No		Wing Tanks		
Engine Space	No		Other Tanks		
Boiler "	No		Cargo Tanks (Tankers)		
Under Engines and Boilers	No				
Tunnel and Well	No		Cofferdams	Not Applicable.	
Coal Bunkers	None				
Chain Locker	No		Pump Rooms		
Other Spaces Forecastle	Yes				
			Have Tanks now Examined been Cleaned as Necessary?	None	
			Have Struts in Cargo Tanks (of Tankers) been removed?	None	
			Have Tanks been Retested as necessary after completion of any Repairs?	None	

Have the spaces now surveyed been cleared and cleaned as necessary? No

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? No

Have the bilges been cleaned out and examined? No Has cement in bottom been examined? No

Has steelwork had rust removed and afterwards been recoated as necessary? No

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? None

Has a Load Line Survey been held? Yes If so, state which Annual

Have the shell and deck plating been drilled as per Rule? No If so, Report 8(Dr) to be attached -

Have any alterations to the approved scantlings and arrangements now been effected? No 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 & 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	Efficient	Ceiling and Cargo Battens	Not Exd.	Sluice Valves examined and found	Not Exd.
" " In way of side scuttles	Not Exd.	Cement or Asphalt	" "	Air and Sounding Pipes	Above Deck-Efficient.
Rudder and Sternframe	Efficient	Cargo and other Hatchways	Efficient.	Doubling Plates under Sounding Pipes	Not Exd.
Decks	See body of Rpt.	Hatches and closing appliances	"	Masts and Rigging examined and found	Efficient.
Superstructures and their closing appliances	Efficient	Ventilators, their coamings	"	Condition, how ascertained	From Deck.
Coamings and Casings	Efficient	and closing appliances	"	(State if wedges removed)	Not Exd.
Beams and Fastenings	Not Exd.	Companionways and Skylights	"	Chain Locker	
Frames	" "	Shell Openings	"	EQUIPMENT	
Reverse Frames	" "	Ash Shoots	None	Equipment Letter	C 22.
Longitudinals	None	Overboard Discharges and Scuppers	Efficient.	Anchors, No. of 3B	Condition Hood
Transverses	Not Exd.	Freeing ports	"	Cables (State if now ranged and examined)	No
Floors	" "	Steering Gear (Main and Auxiliary)	"	" length — mean diam.	
Keelsons	" "	examined and found	"	" Rule Length — Size	
Stringers	" "	Windlass examined and found	"	Hawsers and Warps	Sufficient.
Inner Bottom Plating	" "	Pumps	Not Exd.	State if any Anchors or Chain Cable have	
Bulkheads and Tunnel	" "	W.T. Doors	" "	now been supplied or retested, if so,	No
				complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below

REMARKS, REPAIRS, Etc. (Contd.) additional holes abreast those already drilled (In stringer plate and in inside strake adjacent to hatchway). The Owners Representative agreed to one test hole only being drilled and this hole was made on the inboard strake at No.1 Hatch (port). The thickness of plate in this area measured 0.18".

It was again recommended that test holes be drilled abreast Nos.1 and 2 Hatches to ascertain the thicknesses of the deck plating before final recommendations could be made for efficient repairs. The Local Agent was informed at the same time that the Owners should be advised of these recommendations.

No further request has been made by the Owners or their Representative to attend on board, the latter stating verbally, that the ship would be laid up pending further instructions.

Survey Fee Docking \$165. Cont.2.....  
 Special Damage or Repair Fee (if any) 805/4 Second Surveyor's Fee (if any)  
 Travelling Expenses (if chargeable) \$10. Date when Alc. Rendered 28/9/62

FRIDAY 26 OCT 1962  
 Approved by Mr. [Signature]  
 Submitted on approved Cable #14

on the S.S. ~~MST~~ "LEEWANA"

It is now understood the ship left this port for Penang on the 12th September, 1962, without the above recommendations or repairs being carried out.

In view of the aforementioned circumstances the Load Line Certificates were not endorsed

S.R. List No. 191

Item regarding supply of 30 fathoms of chain cable - nothing done at this time.

