

10 NOV 1953

No. 9901.

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 2 NOV. 1953 When handed in at Local Office 3 NOV. 1953 Port of SINGAPORE
 No. in Survey held at SINGAPORE Date, First Survey END Last Survey 24 OCT. 1953
 Reg. Book 23837 on the (Wood Iron on) Steel M.V. PULAU KIDJANE (No. of Vests ONE)

TONNAGE: Built at HONG KONG By whom TAIKOO D & E CO. LTD. When 1936 - 12
 GROSS 229 Owners SOON BEE S.S. CO. (SNG.), LTD. Owners' Address —
 UNDER DECK 144 Managers HEAP ENG MOH S.S. CO., LTD. Port belonging to SINGAPORE
 NET 73

Surveyed Afloat or in Dry Dock? SLIPWAY Name of Dock TANJONG RHU. Destined Voyage —
 Cell DB or 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. 9667 Port Sng.

Periodical Surveys, when held, must be reported in detail and variation in the terms of the Rules and items remaining to complete the Survey 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 details 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. NO DAMAGE

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

Was a damage report made by anyone else? If so, by whom? —REPAIRS OR EXAMINATION AS PER RULE FOR DRY DOCKING (UNDOCKED: 24 OCT. 1953) AND S.R.L.

Docking and Annual Surveys carried out in May 1953, Sng Rpt. 9667
 Cert. B issued, copy attached.

NOW DONE: —

DRY DOCKING: Vessel on slipway, shell plating and rudder cleaned, examined and found in satisfactory condition, and recoated.

Weather decks, casings, coamings, hatchways with their closing appliances where exposed, ventilators, windlars and steering gear generally examined and found in satisfactory condition.

S.R.L. 128: One new length of $\frac{7}{8}$ ins. stud line cable supplied, fitted, verified with Chester Cert. 20708 dated 4 Sept. 1951, and Cert. endorsed. — 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 <u>GOOD</u>	Bulkheads <u>—</u>	Engine Room Skylights <u>GOOD</u>	Copper, or Y.M. <u>—</u>
Caulking of Decks <u>- DO -</u>	Ceiling <u>—</u>	Coal Bunkers, Openings, Covers, &c. <u>—</u>	(State if on Felt.)
Coamings <u>- DO -</u>	Cement or Asphalt <u>—</u>	Oil Bunkers <u>—</u>	When fitted, Month <u>—</u> Year <u>—</u>
Beams & Fastenings <u>- DO -</u>	Rudder <u>GOOD</u>	Scuppers <u>GOOD</u>	Boats <u>—</u>
Outside Plating <u>- DO -</u>	Steering gear and its connections <u>GOOD</u>	Cargo Hatchways <u>GOOD</u>	Masts, Yards, &c. <u>—</u>
" " in way of sidelights <u>—</u>	Windlass <u>GOOD</u>	Hatches <u>GOOD</u>	Condition, how ascertained <u>—</u>
Frames <u>—</u>	Have pumps been examined and found efficient? <u>—</u>	Planking <u>—</u>	(State if wedges removed.)
Reverse Frames <u>—</u>	Have Sluice Valves been examined and found efficient? <u>—</u>	Caulking <u>—</u>	Equipment letter <u>CT. 363, C 14</u>
Longitudinals <u>—</u>	Have Watertight Doors been examined and found efficient? <u>—</u>	Treenails <u>—</u>	Anchors, No. of <u>23</u> <u>15</u>
Transverses <u>—</u>	Have Ventilators and their Coamings been examined and found efficient? <u>YES</u>	Breasthooks & Stemson <u>—</u>	Cables (State if now ranged) <u>—</u>
Floors <u>—</u>	Air and Sounding Pipes <u>GOOD</u>	Transoms, Pointers & Crutches <u>—</u>	" length <u>—</u> mean diamr. <u>—</u>
Keelsons <u>—</u>	Doubling Plates under Sounding Pipes <u>—</u>	Timbers of Frame at openings <u>—</u>	" Rule length <u>135</u> size <u>7</u>
Stringers <u>—</u>		" at other places <u>—</u>	Chain Locker <u>—</u>
Inner Bottom Plating <u>—</u>		Stringers, Clamps & Shelves <u>—</u>	Hawsers & Warps <u>—</u>
Have the Tanks been examined internally? <u>NO</u>		Sanding <u>—</u>	Standing and Running Riggings <u>—</u>
Have the Tanks been tested? <u>NO</u>		State, if examined	Sails <u>—</u>

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 so far as now seen is eligible in my opinion to remain as classed with fresh Record of Survey 10.53, subject to shore-side contour plate being examined and dealt with at next dry-docking, and without special condition re- anchor cable.

Survey Fee (per Section 23) <u>EQUIP</u> \$ <u>125</u>	Fees applied for, <u>2.11-1953</u>
Special Damage or Repair Fee (if any) (per Sec. 22) \$ <u>—</u>	Received by me, <u>—</u>
Travelling Expenses (if chargeable) \$ <u>5</u>	19. <u>—</u>
Second Surveyor's Fee (if any) \$ <u>—</u>	

Committee's Minute

Character Assigned

TUESDAY 24 NOV 1953

10.53 Sng. subject
 (with endorsement)

Surveyor to Lloyd's Register of Shipping

Lloyd's Register
 Foundation

012631-012637-0054

DED

Steerstrake contour plate specially examined and found to continue efficient.

REPAIRS (WEAR & TEAR): One new anchor connecting shackle supplied, fitted, verified with Cluster Cert. 21367 dated 15 June 1953, and Cert. endorsed.

J.B.

(ANCHORS.) SHACKLE.

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

[illegible]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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(Cert. B.)

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Lloyd's Register
Foundation