

6 JAN 1942

Received by Chief Ship Surveyor

Received from Chief Ship Surveyor

VESSEL'S NAME

MAMBUKAL

Rpt.

L.A.

No. 7875

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/32.)

Nature of Survey

Reclassification

2nd. S.S. No. 3.

due

THICKNESSES OF PLATING ascertained by drilling, and comparison of same with the original thicknesses.

The thicknesses are in  $\frac{1}{100}$  <sup>ths</sup> of an inch.

STRAKE.	AMIDSHIP.				FORWARD.				AFT.				REMARKS.			
	Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		Original Thick-ness.	Thickness by drilling.		Diminution if any.		
		Port.	Std.	Port.	Std.		Port.	Std.	Port.	Std.		Port.		Std.	Port.	Std.
BRIDGE SHEER STRAKE...																
Strake below .....																
SHEER STRAKE .....	35	30	30	05	05	30	30	30	-	-	30	30	30	-	-	
1st Strake below .....	30	25	30	05	-	25	25	25	-	-	25	25	25	-	-	
2nd " " .....	30	25	N	05	-	25	25	25	-	-	25	N	25	-	-	
3rd " " .....	30	30	N	-	-	25	25	N	-	-	25	25	N	-	-	
4th " " .....																
5th " " .....																
6th " " .....																
7th " " .....																
8th " " .....																
9th " " .....																
10th " " .....																
11th " " .....																
12th " " .....																

Drillings at ends to be made in the vicinity of the peak bulkheads.

The vessel's class was withdrawn at the Owners' request in June 1927.

The Manila Surveyor was instructed, in September 1938, to carry out personally a Reclassification 2nd S.S. No. 3.

The MANILA Surveyor has now forwarded a report of this Survey, which was held from March to October 1939 by a Surveyor appointed by Lloyd's Agents at ILOILO P.I. Mr. Nelson joined in the Survey.

The vessel has been placed on a slipway, bottom coated and the 2nd S.S. No. 3 held.

Considerable renewals and repairs have been effected to shell and deck stringer plates, frames, floors etc. (see plans).

W103-0002 (112)

5-1-42.

P.T.O

-2-

"MAMBUKAL"

The floors etc. in the engine space have been removed and new floors etc. and engines installed, (see approved plan attached).

The shell plating has been drilled, with results as shown above, which appear to be satisfactory (see also plans).

The cement on the bottom, which is of open construction, has been removed and, at the Owners' request, has not been replaced.

New chain cable has been supplied, of increased size, and its length is now considerable in excess of that originally fitted.

In accordance with instructions, check tests have been made on the material used for repairs.

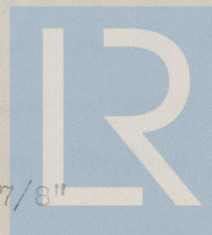
It is submitted the class ~~SEA~~ be reinstated, with notation of service as specially approved (see attached correspondence) "For Bay and River service in the Philippines", and that the vessel appears eligible to have record of survey 10.39 and notation of S.S. 2nd No. 3-10.39.

Reinstate in R.B.:-

SEA  
10.39 Ilo  
S.S. Ilo 2nd No. 3-10.39  
For Bay and River Service  
in the Philippines.

Delete from R.B.:- Cem.

Insert in R.B. (Equipment column):- 7/8"



14.11.41

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Lloyd's Register  
Foundation

W103-0062 (2/2)

(g). Non-return valve should be fitted ~~at~~ to the main helge line connection as <sup>line</sup> shown in plan. It is the ~~line~~ <sup>line</sup> from the sea.