

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 8<sup>th</sup> March 1909 When handed in at Local Office 19.....

Port of Bombay

No. in Reg. Book.

Survey held at Bombay

Date, First Survey 23.2.09

Last Survey 1-3-1909

1153

on the Wood, Iron or Steel S.S. "Singu"

(No. of Visits)

Master W. B. Harrison

TONNAGE:

Built at Newcastle

By whom Armstrong Whitworth &amp; Co. Ltd. When 1903 December

GROSS 3037

Owners Burmah Oil Co. Ltd.

Port belonging to Rangoon

UNDER DK. 2830

Owners Address

NET 1912

(If not already recorded in Appendix to Register Book).

Surveyed Afloat or in Dry Dock? Both

Name of Dock P.O. Coy's dry dock

Destined Voyage

Rangoon

WB=CellDBorDBa

feet; u&amp;B

feet; f

feet; f

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

total capacity tons. FPT

tons; APT

tons; MT

feet

tons.

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

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 83 No 1-08 Port Calcutta 1362

100 A1

spar dk. 4.08.

22 C 4.08

Tail shaft

Carrying Petroleum in bulk

seen 4.08

for liquid fuel 12.03.

Society's Freeboard (if assigned) as

painted on Ship and now verified

S. S. Cal No 1-08

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 why they were declined? not required also whether any damage report was made, and, if so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR I surveyed this vessel afloat and in dry dock at the request of the Captain to have the temporary repairs to the hull bottom in No 2 tank permanently repaired—see Report No 1362 of 5-10-08.

The vessel was placed in the P.O. Company's dry dock on 23.2.09 and when dry, well shored up cleaned down ready for inspection I report as follows: Hull—on a careful examination of the hull externally I found all in good condition, there being no leaky butts seams or rivets and no dents in the plating.

Stem—in good condition, shoe patch in same in good condition

Stern Frame—in good condition

Chafing strips on bow plating each side in good condition.

SUMMARY OF DAMAGE REPAIRS :—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed ... ..								
Removed and Fair'd or Repaired ... ..								
Fair'd or Repaired in place ... ..								
PRESENT CONDITION OF THE	Stringers .....	Dblg. Plates under Sounding Pipes.....				Copper, or Y.M. of Wood Vessels.....		
Decks .....	Inner Bottom Plating.....	Engine Room Skylights.....				(State if on Felt.)		
Caulking of Decks.....	State if Tanks have been examined inside .....	Coal Bunkers, Open'gs, Lids, &c.....				When put on, Month..... Year.....		
Waterways .....	State if Tanks now tested.....	Scuppers.....				Boats.....		
Coamings .....	Bulkheads .....	Cargo Hatchways .....				Masts, Yards, &c.....		
Beams & Fastenings .....	Ceiling.....	Hatches.....				Condition, how ascertained.....		
Outside Plating <i>good</i> .....	Cement or Asphalt.....	Planking of Wood Vessels.....				(State if wedges removed)		
Caulking of ditto.....	(State which.) <i>good</i> .....	Caulking ditto.....				Sails.....		
Rivets .....	Rudder.....	Treenails ditto.....				Equipment letter .....		
Breasthooks & Crutches.....	Steering gear and its connections.....	Breasthooks & Stemson ditto.....				Anchors, No. of .....		
Transoms.....	Windlass.....	Transoms, Pointers, & Crutches ditto.....				Cables (State if now ranged).....		
Frames.....	Have Pumps now been examined and found efficient?.....	Timbers of Frame at openings ditto.....				" length..... size.....		
Reverse Frames.....	Have Sluice Valves now been examined and found efficient?.....	Ditto ditto at other places ditto.....				" (on board).....		
Floors.....	Have Watertight Doors now been examined and found efficient?.....	Stringers, Clamps & Shelves ditto.....				" Rule length..... size.....		
Keelsons .....	efficient?.....	Salting ditto.....				(per Table 22)		
		(State if examined.)				Hawser & Warps.....		
						Standing & Running Rigging.....		

## General Observations, Opinion as to Class, Recommendation, &amp;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 now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,07," or "to remain as classed and to have record of survey, 1,07, and the notations of ss No. 1-07 and ptd 07, &amp;c."

I am of opinion that this vessel is in a seaworthy condition and recommend that she be continued as classed with fresh record of survey

309

Survey Fee (per Section 28) .....

£

Fees applied for,

1.3. 1909

Special Damage or Repair Fee (if any) .....

£

Received by me,

10.3. 1909

Travelling Expenses (if chargeable) .....

£

Second Surveyor's Fee (if any) .....

£

shift Surveyor to Lloyd's Register of British &amp; Foreign Shipping.

Committee's Minute

TUES 30 MAR 1909

Character Assigned

100 A1 W.  
spar dk  
Carrying petroleum in bulk  
Seen for liquid fuel 12.03

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Lloyd's Register Foundation



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I recommended the rudder to be lifted and these two bushes renewed and made to fit the existing pintles.

no 2 tank. After all the oil was taken out and the temporary repairs removed I made a careful examination of the hull internally at this part and found that the hole which had been eaten through had a bell mouth appearance see sketch.



Observing this to be the condition of the inside plating at this suction pipe I deemed it advisable to have all the vertical suction pipes (20) removed.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

ANCHORS.

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

## CHAIN CABLES.

$\frac{1}{2}$ " thick fitted over and riveted on, the area of the doubling plates varying according to the extent of pitting, and then over these doubling plates cement-mixed with country crude brown sugar - was placed about 2" thick.

The ends of each suction pipe (20) were then cut to suit the new conditions leaving a space of  $5/8"$  for the oil to enter - see sketch

S. S. "Iuign"

I examined the cementing while the vessel was under survey here and found it in good condition with the exception of just a few places here and there where the cement was slightly broken; these broken parts were cemented up with cement & ghoor (country brown sugar) similar to the above mentioned patches.

(I attach herewith a copy of letter sent to the Surveyor at Calcutta for your information).

