

REPORT of SURVEY for REPAIRS, &c.

Writing Report 16:1:39 When handed in at Local Office 19 Port of BANGKOK.
 Survey held at Bangkok Date, First Survey 9:1:39 Last Survey 13:1:39 1939
 (No. of Visits 6)
 on the Wood, Iron or Steel M.V. MALINI
 Tonnage:— Built at Moskov By whom A/S NAKSKOV SKIBSVÆRT When 1925 7
1278 Owners Siam Steam Nav. Co. Ltd. Owners' Address
121 Managers Port belonging to Bangkok.
788

Report, No. 1239 Port Bangkok.
 Afloat or in Dry Dock? Drydock Name of Dock Bangkok Dock Co. Destined Voyage
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Capacity tons. FPT tons; APT tons; MT feet feet feet
 All alterations in the existing records should be underlined.

CHARACTER. for special survey, Date of last survey and of Periodical Surveys.	Year assigned or now expired.	Machinery and Boiler surveys (including date of N.B., if any)
<u>+100 A.I.</u>		<u>+LMC(C.S.) 6,38</u>
<u>with freeboard 6,38</u>		<u>3,37.</u>
<u>S.S. Bqk N°-11,37</u>		<u>C.L.</u>
		<u>P.8,38</u>
		<u>\$10,36.</u>

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

Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent repairs. Repairs of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; ideas being detailed in the body of the report, should be summarised in the form shown below. Whenever the presence of Anchors or Chains is reported the particulars should be clearly stated in the space provided on this form. State also the dates and initials of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose and to whom and why they were declined

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

OR EXAMINATION AS PER RULE, FOR Damage - condition

Damage stated to have been caused by grounding at Palembang at 4:30 AM on 16:12:38, as per report of Bangkok 22:6:38.

Vessel placed in drydock, bottom keel - rudder cleaned, examined & re-coated.
 Plating numbered from aft. Frames from aft Peak bulkhead
 Starboard side shell plates E9, E10, F10 removed, faired & replaced.
 Starboard side shell plates G10, H.11 faired in place.
 P.T.O.

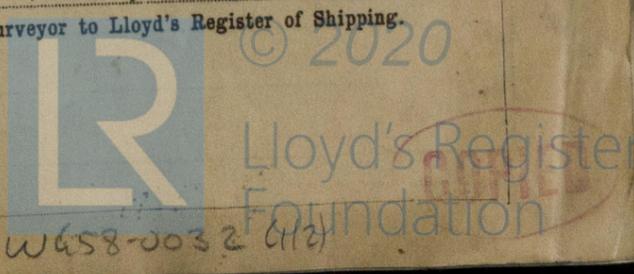
DESCRIPTION OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	E. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Work done	3							
Removed and Faired or Repaired	2	8						
Added or Repaired in place								

CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks <u>Good</u>	State if Tanks now tested <u>N°1 Tank</u>	Dbng. Plates under Sounding Pipes <u>good</u>	When put on, Month Year
Stenings <u>"</u>	Bulkheads <u>"</u>	Engine Room Skylights <u>good</u>	Boats
Painting <u>"</u>	Ceiling <u>"</u>	Coal Bunkers, Open'gs, Lids, &c. <u>"</u>	Masts, Yards, &c.
in way of sidelights <u>"</u>	Cement or Asphalt (State which.) <u>Good</u>	Oil Bunkers <u>"</u>	Condition, how ascertained (State if wedges removed)
Plating <u>As above</u>	Rudder <u>"</u>	Scuppers <u>good</u>	Sails
	Steering gear and its connections <u>"</u>	Cargo Hatchways <u>"</u>	Hatches
	Windlass <u>"</u>	Planking of Wood Vessels <u>"</u>	Equipment letter <u>D</u>
	Have pumps now been examined and found efficient? <u>"</u>	Caulking <u>"</u>	Anchors, No. of <u>3 2 1</u>
	Have Sluice Valves now been examined and found efficient? <u>"</u>	Treemails <u>"</u>	Chain Locker <u>"</u>
	Have Watertight Doors now been examined and found efficient? <u>"</u>	Breasthooks & Stemson <u>"</u>	Cables (State if now ranged) <u>Ranged</u>
	Have Ventilators and their Coamings been examined and found efficient? <u>"</u>	Transoms Pointers, & Crutches <u>"</u>	length <u>240</u> mean diam. <u>1 7/8</u>
		Timbers of Frame at openings <u>"</u>	(on board) <u>240</u> size <u>1 7/8</u>
		Ditto Ditto at other places <u>"</u>	Rule length <u>240</u> size <u>1 7/8</u>
		Stringers, Clamps & Sheifs <u>"</u>	Hawser & Warps
		Salting (State if examined.) <u>"</u>	Standing and Running Rigging

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 the 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, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."
This vessel is eligible, in my opinion, to remain as classed with fresh record of survey 1,39.

DESCRIPTION	AMOUNT	FEES APPLIED FOR
Damage or Repair Fee (if any) (per Sec. 29)	£ 6 : 6 : 0	17:1:39
Surveying Expenses (if chargeable)	£ 12 : 12 : 0	
Surveyor's Fee (if any)	£	

Committee's Minutes
 Character Assigned Without Spl. Cond.
With Spl. Cond.
Without Spl. Cond.
With Spl. Cond.
Without Spl. Cond.
With Spl. Cond.
 FRI. 3 MAR 1939
 Surveyor to Lloyd's Register of Shipping.
 h.l. Richardson.



COPIED

STARD. side doubling plate behind shell plate F.10 removed, faired & replaced.

STARD side chafing bars in way of shell plates E9, E.10, F.10 removed, faired & replaced.

STARD side frames 79-86 faired as necessary.

STARD. side chafing bars in way of plates E9, E10, F10 removed faired & replaced.

Damage as per report dated 16/1/39. ???

Doubling plate on N°14 keel plate removed & re-riveted

Keel shoe N°1. Seams caulked & three rivets renewed

Stem shoe N°2. Seams caulked & two rivets renewed.

Shell plate A. 11 STARD. Three rivets renewed

Shell plate B. 11 STARD Three rivets renewed.

Repairs for Wear & Tear

Doubling plate fitted to shell plate H.13 in way of house pipe, port side.

Frames Doubling plates fitted above tween decks to frames:-

Port 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 82, 84, 85, 86

STARD. 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 82, 84, 85, 86

CREW'S FORECASTLE Six new plates fitted in crew quarters fwd.

CARGO DOORS. Fwd. cargo doors P.O.S. removed & openings permanently closed with plates & doublers of same thickness as shell plating

STAR^o Louse pipe Doubling plate fitted inside shell plating & louse pipe built up by E.W. as necessary.

Keel Plates N° 9 & 10 built up by E.W. on STARD side.

Other minor repairs carried out.

Kal.