

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 28. 8. 1933 When handed in at Local Office 28. 8. 1933 Port of Bombay.No. in Reg. Book. Survey held at Bombay Date, First Survey 18. 8. 1933 Last Survey 28. 8. 1933 (No. of Visits 8)35897 on the Wood, Iron or Steel TacomaTONNAGE:-
GROSS 6838
UNDER DECK 6188
NET 4233Built at FlensburgBy whom Flensburg Schiffst. Ges. When 1909Owners Standard Transportation Co. Ltd. Owners' Address

Managers

Port belonging to Hong KongSurveyed Afloat or in Dry Dock? Dry dock Name of Dock Merewether Drydock Destined Voyage JapanWB=CellDBorDBa feet; uE&B feet; f feet
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. 4607 Port Bom

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	YEAR AND MONTH EXPIRED	Machinery and Boiler Surveys (including date of N.B., if any).
* 100A1-4-32		* LMC 8 29
Shelter deck with freeboard		B. S. 11-31
Carrying petrol in bulk		T. S. C. 1-4-32
Rated for fuel 8-10 F. P. 150° F.		
S.S. Rot. No. 3-4-21		
S.S. N.Yk. No. 2-2-29		

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 Not required.

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

Was a damage report made by anyone else? If so, by whom? NoPAIRS, OR EXAMINATION AS PER RULE, FOR Damage alleged due to grounding in the Red Sea.See Aden report and Bombay Report No 4607.

Vessel placed in dry dock. Bottom and rudder cleaned and examined. The two divers patches fitted to the after keel plate at Aden now removed and efficient bolted patches satisfactorily fitted. A number of leaking screwed rivets in the vicinity made good by electric welding. Two efficient bolts were fitted in the keel plating below the deep tank in place of broken rivets. The caulking of the shellplating was made good where necessary, though it was reported that the vessel had made no water during the lay up in Bombay Harbour. The rudder was lifted and a riser was fitted.

A certificate has now been issued for the voyage to Japan for breaking purposes.

SUMMARY OF DAMAGE REPAIRS:-

	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks <u>Good</u>	State if Tanks have been examined inside <u>No</u>	Dblg. Plates under Sounding Pipes <u>Good</u>	Copper, or I.M. of Wood Vessels (State if on Feet) <u>Good</u>
Caulking of Decks <u>"</u>	State if Tanks now tested <u>No</u>	Engine Room Skylights <u>"</u>	When put on, Month <u>Good</u>
Coamings <u>"</u>	Bulkheads <u>"</u>	Open'gs, Lids, &c. <u>"</u>	Boats <u>"</u>
Beams & Fastenings <u>Efficient</u>	Ceiling <u>"</u>	Scuppers <u>"</u>	Masts, Tackles, &c. <u>"</u>
Outside Plating <u>"</u>	Cement or Asphalt (State which) <u>Good</u>	Cargo Hatchways <u>"</u>	Condition, how ascertained <u>from deck</u>
Breasthooks <u>"</u>	Rudder <u>"</u>	Hatches <u>"</u>	(State if wedges removed) <u>No</u>
Transoms <u>"</u>	Steering gear and its connections <u>"</u>	Planing of Wood Vessels <u>"</u>	Sails <u>"</u>
Frames <u>"</u>	Windlass <u>"</u>	Caulking ditto <u>"</u>	Equipment letter <u>CT</u>
Reverse Frames <u>"</u>	Have Pumps now been examined and found efficient? <u>No</u>	Treenails ditto <u>"</u>	Anchors, No. of <u>8 B. 15</u>
Longitudinals <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>"</u>	Breasthooks & Stemson ditto <u>"</u>	Cables (State if now ranged) <u>No</u>
Transverses <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>"</u>	Timbers of Frame at openings ditto <u>"</u>	" length <u>stated</u>
Floors <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	Ditto ditto at other places ditto <u>"</u>	" Rule length <u>efficient</u>
Keelsons <u>"</u>		Stringers, Clamps & Shells ditto <u>"</u>	Hawser & Warps <u>Sufficient</u>
Stringers <u>"</u>		Seking (State if examined.) ditto <u>"</u>	Standing and Running Rigging <u>Efficient</u>
Inner Bottom Plating <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 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 pIND24, &c."

This vessel, so far as now seen, is in efficient condition, and is eligible, in my opinion, to remain as classed without fresh record, subject to the shellplating between wind and water being sealed at next dry docking and 15 fathoms of cable being repaired and retested.

Survey Fee (per Section 22)	£ 125/-	Fees applied for, 28. 8. 1933
Special Damage & Repair Fee (if any) (per Sec. 22)	£ 100/-	Received by me. 19
Travelling Expenses (if chargeable)	£ 10/-	
Second Surveyor's Fee (if any)	£ 25/-	

Committee's Minute

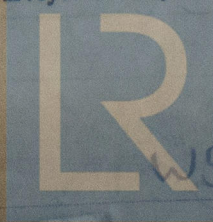
Character Assigned

Write Bom

FRI. 29 SEP 1933

TUE. 19 DEC 1933

Surveyor to Lloyd's Register of Shipping.



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