

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 14th June, 1935 When handed in at Local Office 14th June, 1935 Port of Singapore
 No. in Reg. Book 80072 Survey held at Singapore Date, First Survey 8th June Last Survey 10th June 1935
 on the Wood, Iron or Steel S.S. "LIMNEA" (No. of Visits 2)

TONNAGE: GROSS 5698 Built at Londonderry By whom A. of Ireland S. B. Co. Ltd. YEAR 1921 MONTH 10
 UNDER DE. 5282 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address (if not already recorded in Appendix to Register Book)
 NET 3435 Managers Port belonging to London

Surveyed Afloat Yes Name of Dock ✓ Destined Voyage ✓
 WB=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. 40 A Port ✓

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 besides 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 copy forwarded

herewith.

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage alleged to have been caused (in collision)
by the steamer "Shelton", at Linton on the 24th May, 1935.

Vessel surveyed afloat.

Low done for damage:- One shell plate renewed, viz:- aftermost counter plate, starboard
One shell plate faired in place, viz:- plate immediately below dam
counter plate.

One deck stringer plate cropped and part renewed, viz:- aftermost plate on poop deck
One poop deck stringer, angle cropped and part renewed.

One poop deck beam removed, faired and refitted; one poop deck beam faired in
place; one cant frame removed, faired and refitted (cropped) P.T.O.

SUMMARY OF DAMAGE REPAIRS:-	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:-
Renewed	✓					1 part		Duck mauling planks &c. during
Removed and Faired or Repaired		1 part						guard rails, stanchions &c.
Faired or Repaired in place	✓							

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessel (State if on Felt). When put on, Month
Caulking of Decks	State if Tanks now tested	Dblg. Plates under Sounding Pipes	Boats
Coamings	Bulkheads	Engine Room Skylights	Masts, Yards, &c.
Beams & Fastenings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Condition, how ascertained (State if wedges removed)
Outside Plating	Cement or Asphalt (State which.)	Oil Bunkers	Sails
" " in way of sidelights	Rudder	Scuppers	Equipment letter
Breasthooks	Steering gear and its connections	Cargo Hatchways	Anchors, No. of
Transoms	Windlass	Planking of Wood Vessels	Chain Locker
Frames	Have pumps now been examined and found efficient?	Caulking	Cables (State if now ranged)
Reverse Frames	Have Shell Plates now been examined and found efficient?	Treenails	" length mean diam (on board)
Longitudinals	Have Watertight Doors now been examined and found efficient?	Breasthooks & Stemson	" Eule length size
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Transoms Pointers, & Crutches	Hawser & Warps
Floors		Timbers of Frame at openings	Standing and Running Rigging
Kelsons		Ditto Ditto at other places	
Stringers		Stringers, Clamps & Shells	
Inner Bottom Plating		Salting (State if examined.)	

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 ptnd24, &c."

This vessel is eligible, in my opinion, to remain as now classed in the Register Book
without fresh record of survey, subject to the bottom plating, rudder and
propeller being specially examined at the next dry docking. (To carry
homogeneous cargoes each side of the pump room.)

Survey Fee (per Section 29) £
 Special Damage (per Sec. 29) \$50
 Surveying Expenses (if chargeable) \$10
 Bond Surveyor's Fee (if any) £

Fees applied for, 14/6/1935
 Received by me, 19

Surveyor to Lloyd's Register of Shipping

Committee's Minute

Character Assigned

Deferred for
No. 3

To be broken
FRI. 17 JAN 1936

Write and
for R. Dept.

W559-0281



Lloyd's Register Foundation

ST. SC. ¹⁶ LIMNER.

Minor repairs to guardrails, railings and railing stanchions on
poop and boat decks, moldings on bridge and boat decks, bridge
screen planking and port side fittings, fittings on aftermost
lifeboat davit and to the roof of the wireless cabin.

Very superficial damage had been done to the port side bulwark rail (aft) and to the houses on the poop deck (port side). No repairs were considered to be necessary to these details; the Owners' Representative was in entire agreement with the recommendation that no repairs be carried out.

It is also alleged that the anchor chains of the steamer "Shelton" fouled the bottom of the steamer "Himneai"; an internal examination of the bottom plating revealed no signs of damage but it is recommended that the bottom plating, rudder and propeller be specially examined at the next dry docking.

J. W.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

[illegible]

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

CHAIN CABLES.

[illegible]