

# REPORT of SURVEY for REPAIRS, &c.

(Received at London Office)

No. 14409

1<sup>st</sup> June 30. When handed at Local Office  
Survey held at SINGAPORE

4/6/30 Port of

SINGAPORE

Date, First Survey Apr 5

(No. of Visits)

Last Survey May 18<sup>th</sup>

1930

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

TONNAGE

4994

EN DE 4696

3725

vveyed Afloat or in Dry Dock? Both Name of Dock

Ceil D or Dba 141 feet; uE&B 148 feet; t 168 feet  
t capacity 188 tons. FPT tons; APT 92 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 inside tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing,

, and of the inner bottom plating, especially in the boiler space.

st Report, No. 223 Port E.Ln

Official Surveys, when held, must be reported in detail and particular in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repair account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes, besides being detailed in the body of the report, should be summarized in the form shown below. Whenever the placement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on back of this form. State also the date and initials of any letters respecting this case.

In 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.

AIRS, OR EXAMINATION AS PER RULE, FOR

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

Docking repairs

I request of the Master attended on board the above named vessel whilst lying afloat in the outer harbour the port on the 5<sup>th</sup> day of April 1930 for the purpose examining leakage reported in Deep Tank.

Examination found frames at deck beam ends wasted rough, shell plating leaking in way of rivets & required alms. Temporary repairs were commenced but as the framed ends were found to be much wasted & parts missing & the all plating - found split, this was abandoned.

| ART OF DAMAGE REPAIRS          | Sheil Plates | Frames | R. Frames | Floors | Beams | Str. Plates | Bk. Plates | Other Items | (SEE OVER) |
|--------------------------------|--------------|--------|-----------|--------|-------|-------------|------------|-------------|------------|
| Renewed                        | 3.           | 30.    |           |        |       |             |            |             |            |
| Removed and Fair'd or Repaired | 2.           |        |           |        |       |             |            |             |            |
| Fair'd or Repaired in place    |              |        |           |        |       |             |            |             |            |

ENT CONDITION OF THE

|              |      |   |                |                                     |       |                                 |
|--------------|------|---|----------------|-------------------------------------|-------|---------------------------------|
| ing of Decks | good | State if Tanks have been examined inside                | Good           | Driving Plates under sounding Pipes |       | Copper, or Y.M. of Wood Vessels |
| gs           |      | State if Tanks now tested                               | Heath Dub Tack | Engine Room Skylights               |       | (State if on Port)              |
| & Fastenings |      | Bulkheads   | Tuckepat.      | Coal Bunkers, Open'g, Lids, &c.     |       | When put on, Mouth              |
| Plating      |      | Ceiling   |                | Scuppers                            |       | Tear                            |
| ooks         |      | Concret or Asphalt                                      |                | Gage Hatchways                      |       | Boats                           |
|              |      | (State which)   |                | Hatches                             |       | Masts, Yards, &c.               |
| Frames       |      | Rudder  | good           | Blanking of Wood Vessels            |       | Condition, how ascertained      |
| finals       |      | Steering gear and its connections                       |                | Galvning                            | ditto | (State if wedges removed)       |
| rses         |      | Windlass  |                | Trewnails                           | ditto | Sails                           |
| item Plating |      | Have Pumps now been examined and found effi-            |                | Broadheads & Stems                  | ditto | Equipment latter                |
|              |      | cient?  |                | Transoms, Pointers, & Girths        | ditto | Anchors, No. of                 |
|              |      | Have Shuts Valves now been examined and found effi-     |                | Timbers of Framat openings          | ditto | Gables (State if now ranged)    |
|              |      | cient?  |                | Butto ditto at other places         | ditto | " length                        |
|              |      | Have Watertight Doors now been examined and found effi- |                | Stringers, Gamps & Shells           | ditto | " (on Board)                    |
|              |      | cient?  |                | Bottom                              | ditto | " Rule length                   |
|              |      | Have Ventilators and their Casings been examined        |                | (State if examined)                 |       | Hasps & Warps                   |
|              |      | and found efficient?                                    | Yes            |                                     |       | 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 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 No. 1-94 and PINDA, &c."

This vessel is eligible in our opinion to remain as classed with the record of survey 5.30, subject to examinations being fitted to escape fire in lower decks or the openings closed at a convenient opportunity, or in the carriage of cargo sleepers has been completed. Stern bar & keel being fair'd at owners convenience the lower hatch beams shall suffice

(per Section 20).

Repair Fee (if any)

Sec. 20)

Expenses (if chargeable)

Surveyor's Fee (if any)

Committee's Minute

Letter Assigned

100 ft. shelter st. w. fld

Cargo Battens not fitted

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Recommended cargo to be discharged & the vessel dry docked for further examination & permanent repair.

Vessel placed in dry dock. Bottom & rudder cleaned examined & recoated.

Rudder fitted & bushes renewed.

Deep Tank sealed, cleaned examined & the following repairs carried out.

Repairs Shell plating in way Deep Tank.

Pot side. H stroke one fractured plate renewed. Next plate aft, removed fairied and refitted. Plate in G. stroke fairied in place.

Starbd side H stroke one fractured plate renewed. E stroke top landing approx 20 rivets renewed. G. stroke one plate removed, fairied refitted F stroke approx 10 rivets renewed and landing edges dressed and caulked.

Pot side H No 1 plate (fractured) Cropped & part renewed and several old shell rivets renewed.

Deep Tank. Pot side. Fifteen main frames renewed, fifteen beam knees renewed. Wet frame complete with plate, fair T shell bars & brackets renewed four stronger brackets and connections renewed and two stronger connecting angles to bulkhead renewed.

Starboard side Fifteen main frames, fifteen beam knees wet frame complete, fair stronger brackets and connections renewed. Two shell lugs in

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

#### ANCHORS.

| Number of Certificate. | Anchors.* | WEIGHT, EX. STOCK. |      |      | WEIGHT OF STOCK. |      |      | TEST, PER CERTIFICATE. | WEIGHT REQUIRED BY RULE. | Description of Anchor. | Makers. | Where and when tested<br>Superintendent. |
|------------------------|-----------|--------------------|------|------|------------------|------|------|------------------------|--------------------------|------------------------|---------|--|
|                        |           | Cwts.              | qrs. | lbs. | Cwts.            | qrs. | lbs. |                        |                          |                        |         |  |
| 1st Bower              |           |                    |      |      |                  |      |      | Tons                   | Cwts.                    | qrs.                   | Ibs.    |  |
| 2nd "                  |           |                    |      |      |                  |      |      |                        |                          |                        |         |  |
| 3rd "                  |           |                    |      |      |                  |      |      |                        |                          |                        |         |  |
| Collective Weight.     |           |                    |      |      |                  |      |      |                        |                          |                        |         |  |
| Stream                 |           |                    |      |      |                  |      |      |                        |                          |                        |         |  |
| Kedge                  |           |                    |      |      |                  |      |      |                        |                          |                        |         |  |

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

#### CHAIN CABLES.

| Number of Certificate.              | Length and size supplied. |     | Test per Certificate. |       | WEIGHT OF CHAIN CABLE. |           | Length and size per Rule. |          | Description. | Makers of Cables. | When and where tested<br>Superintendent. |
|-------------------------------------|---------------------------|-----|-----------------------|-------|------------------------|-----------|---------------------------|----------|--------------|-------------------|--|
|                                     |                           |     | Sta-                  | tory. | Breaking.              | Supplied. | Per Rule.                 | Length.  |              |                   |  |
|                                     | Fathoms                   | In. | Tons.                 | Tons. | Cwts.                  | qrs.      | Ibs.                      | Fathoms. | In.          |                   |  |
| Iron Stream Chain or Steel Wire.... |                           |     |                       |       |                        |           |                           |          |              |                   |  |

way of new plate renewed

Deck Beams. Twelve built angle deck beams renewed. Back bars fitted at butts.

Side Girders. Thirty five feet of side girders each side removed for access. Twenty four girder lugs to deck beams renewed. Two centre line bulkhead plates and stiffeners removed for access replaced.

Girder brackets to Eng Room bulkhead & deep tank bulkheads, port & starboard renewed together with angle connections.

Singapore

Continuation of Report No. 4709 dated

2/6/20 on the

8/5" I m/s

Tank Bulkhead.

Brackets from vertical stiffeners to deck renewed complete with angle connections and lugs on Port and eight dots renewed on Starboard sides. same face bar on Port side renewed.

Room Bulkhead Starboard. Eight top stiffener brackets renewed together with connections and lugs. Two bottom stiffener brackets renewed. Stiffener completely renewed.

Centre line bulkhead. Eight upper stiffener brackets renewed together with angles & lugs. Wet stiffeners renewed completely.

Lower Recess. Starboard. Seven tank top brackets, five brackets from top to centre line bulkhead, six brackets at top from deck to centre renewed together with angle connections. Channel bar stiffener, four angle stiffeners and one built angle stiffener on centre line plating. Six lower brackets from stiffeners to a top renewed.

Centre line. Five centre line stiffener brackets to tank top, and twelve top to front centre line stiffener to deck renewed together with angle connections.

Room Bulkhead Plating

Starboard. Lower portion of bulkhead plating cropped away and new metal plate fitted. One wing plate renewed.

Lower horizontal portion of bulkhead renewed. One wing plate removed. Fourteen built angle bulkhead stiffeners removed and refitted. Boundary bar chipped and caulked.

Stronger bracket on starboard side and two on port side renewed with angle connections.

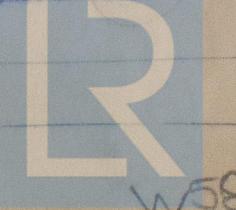
Room storeroom locker bunch, wood flooring & plating removed for and afterwards replaced.

Valve chests and pump connections in engine room removed for and afterwards replaced.

Tank thoroughly chipped including Tank Top, underdeck, frames brackets etc, girders bulkheads and stiffeners, before repairs repairs the dub tank was filled with water up to the brim. It was found that the new work was satisfactory but bad leaks were noted particularly in the after bulkhead. A quantity of starboard stringers. Several nuts were removed and a metal patch fitted but the bulkhead requires thorough attention and a further list on the Deep Tank.

Completion of repairs to shell plating in fore peak this tank was filled with water for testing. A fractured plate was found on starboard side with several leaky rivets. This plate was cropped and part and several rivets caulked renewed but no further list required.

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Lloyd's Register  
Foundation

Singapore

Continuation of Report No. 1470 dated

2/6/30 on the

S/S "Humboldt" (No 2)

Hatch ten hatch beam sockets renewed. Woodless braces  
welded and relined. Sounding pipes to R<sup>o</sup>4 tank, R<sup>o</sup>4 stabs  
, R<sup>o</sup>5 starboard bilge and to stokehold bilge all repaired  
part new pipe.

gear and chains overhauled. Chains uncoated. and  
minor repairs carried out.

J.D.



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