

Date of writing Report 30 - 8 - 34 When handed in at Local Office 19 Port of Rangoon
Survey held at Rangoon Date, First Survey 10 - 2 - 34 Last Survey 28 - 8 - 1934
(No. of Visits 55)

No. in Reg. Book. Survey held at Rangoon
on the Wood, Iron or Steel Dredger "Balbus"
Re-erected
TONNAGE:- 550 (Approx) Built at Rangoon By whom Dalla Dockyard When 1934 - 8
GROSS 550 (Approx) Owners Burmah Oil Coy. Owners' Address (if not already recorded in Appendix to Register Book)
UNDER DE. Managers Port belonging to Rangoon
NET

Surveyed Afloat or in Dry Dock? Name of Dock Destined Voyage River Service
WB=CellDBorDBa feet; uE&B feet; f feet } Particulars of Classification (which must be inserted
total capacity tons. FPT tons; APT tons; MT feet tons. } precisely as in Register Book & Supplements)
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. Port
(Periodical Surveys, when held, must be reported in detail and serially 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
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?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classification.
This vessel has been constructed in accordance with the approved plans, the Secretary's letters of various dates and in general conformity with the Rules for the class contemplated. All steel used in the construction was imported from the United Kingdom. The material and workmanship were good. Decks, bulkheads, water tanks and oil fuel tanks were tested in accordance with the Rules. Hawsers and warps examined. While lowering the dredging ladder by the winch it was found that the deck plating immediately abaft the winch had deflected upwards to the extent of 3/16". This deflection was constant so long as the weight was on the fall. I recommended that the two vertical stiffeners on the inner girders be continued to a point immediately below the after end of the driving motor to the dredging ladder winch.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

PRESENT CONDITION OF THE	State if Tanks have been examined inside	Air and Sounding Pipes	Copper, or Y.M. of Wood Vessels
Decks	State if Tanks now tested	Dblng. Plates under Sounding Pipes	(State if on Feet). When put on, Month Year
Stowage of Decks	Bulkheads	Engine Room Skylights	Boats
Coamings	Ceiling	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Beams & Fastenings	Cement or Asphalt (State which.)	Oil Bunkers	Condition, how ascertained (State if wedges removed)
Outside Plating	Rudder	Scuppers	Sails
Breasthooks	Steering gear and its connections	Cargo Hatchways	Equipment letter
Transoms	Windlass	Hatches	Anchors, No. of
Frames	Have Pumps now been examined and found efficient?	Planking of Wood Vessels	Cables (State if now ranged)
Reverse Frames	Have Sluice Valves now been examined and found efficient?	Caulking ditto	" length mean diamr. (on board)
Longitudinals	Have Watertight Doors now been examined and found efficient?	Treenails ditto	" Rule length size
Transverses	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stemson ditto	Hawser & Warps
Floors		Transoms, Pointers, & Crutches ditto	Standing and Running Rigging
Keelsons		Timbers of Frame at openings ditto	
Stringers		Ditto Ditto at other places ditto	
Inner Bottom Plating		Stringers, Clamps & Shells ditto	
		Salting ditto (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 pIND24, &c."
I am of opinion that this vessel should be classed + A1. "DREDGER" "FOR RIVER SERVICE".

Survey Fee (per Section 20) Rs. 1500/- Fees applied for, 30- 8- 1934
Special Damage or Repair Fee (if any) £ Received by me, 30- 8- 1934
Travelling Expenses (if chargeable) £
Second Surveyor's Fee (if any) £
Committee's Minute FRI. 12 OCT 1934
Character assigned + A1 "Dredger" Subject
As now Warrant of Foundation
White Own (S.H.) 17/10/34
W6 - 0135

To survey the electrical equipment and all pumping arrangements I appointed Mr. D.M. Mudie, Engineer Superintendent of Messrs. The British India Steam Navigation Co. Ltd., who reports to me as follows:-

"I, periodically attended on board the above vessel during construction of same at Dalla Dockyard when I examined ship's side connections, bilge pipe arrangements, fuel oil and lubricating oil installations, and all electrical equipment, and have to report that all work has been carried out to comply with Lloyd's requirements. On completion of above work trials were carried out and proved very satisfactory. I consider this dredger to be well fitted out and a first class job".

(Mr. Mudie's report to me in original I attach hereto)

Plans forwarded under seperate cover.

- (1). Keelson Plan.
- (2). Midship Section.
- (3). Midship Section showing multiple punching arrangement.
- (4). Main Deck Plating.
- (5). Shell plating.
- (6). Profile & Deck.
- (7). W.T. & O.T. Bulkheads.
- (8). Bilge Piping.

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 and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
1st Bower ...																	
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.

[illegible]

- (9). (10). (11). (12). Pipe Arrangement Sheets 1, 2, 3 & 4.

- (13). Arrangement of Lub.Oil Settling Tanks.