

Ref 8

Post SINGAPORE.

No. 14020

Date of writing Report 6th June, 1960.

When held in at Local Office

Received London

Survey held at SINGAPORE.

No. of Vents 10

First Date 7th May 1960.

Last Date 2nd June 1960.

REPORT OF SHIP SURVEYS AND REPAIRS

The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. in R.B.

05238

on the Iron or Steel M.S.

"BURSA"

Built at SUNDERLAND

By Whom SIR J. LAING & SONS LTD.

Tons gross 3738
Year 1944
Month 4

Owners SHELL PETROLEUM CO. LTD.

Owners' address
(If not already in R.B.)

Managers

Port of Registry LONDON.

Surveyed Afloat or in Drydock

Both

Name of Dock

No.2 Keppel

Date of last examn. in Drydock

1st June, 1960.

N.B.—Any alterations in existing particulars in the Register Book should be reported and underlined.

Last Report: No.

13375

Port

Lg

To be filled in at Head Office.

Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

Surveys must be reported in the terms of the Rules. The nature and extent of Examinations and Repairs (if any) must be stated in detail, the parts examined and their condition being clearly indicated. For Annual, Special or other Condition Surveys the Summary of Examination and Condition on the back of the Report is to be carefully completed and amplified if necessary in the body of the Report. Outstanding items to complete the Survey should be summarised at the end of the Report. The reasons for Repairs must be stated. Repairs on account of Damage (the alleged 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 below. When, at a Special Survey, the Shell and Deck Plating is drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain Cables are replaced or retested the necessary particulars are to be given on Report 8(Eq) which is to be attached to this Report.

Give dates and references to any letters relating to this Report

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
+100A1 oil tanker.		+LMC	CS 11/57
		DBS	7/59
Dkg.	7/59	TSCL	9/58N
SS (Dr).	11/57	SPS	7/59
Mchy Aft.			

In damage cases where the Surveyor has not made a special damage report he should state whether he offered

his services for this purpose and to whom and why they were declined

Freeboard as marked on ship and now verified

ft. in

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING AND PRE SPECIAL SURVEY.

In accordance with Circular 2106 - co-operated with Owners in carrying out drill tests of shell and deck plating and internals. The relevant drawings will be submitted as soon as possible.

Consequent upon the results of these drill tests, it was considered necessary to renew deck plating over cargo tanks now viz:-

Port side :- Stringer plating - 1 Plate and 1 Part Plate over No.1 Tank

1 Plate over No.3 Tank

1 Plate over No.4 Tank

"C" Strake :-

1 Plate over No.2 Tank

1 Plate over No.3 Tank.

1 Plate over No.4 Tank.

1 Plate over No.5 Tank.

"B" Strake :-

1 Part Plate over No.1 Tank.

2 Plates over No.2 Tank.

CONTINUATION OVER/OR SHEET 2

SUMMARY OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
Renewed								
Removed and Faird or Repaired								
Faird or Repaired in place								

Has a Survey also been held on machinery of the Ship?

Yes

Is Classification Certificate required? If so, to be sent to

No

If so, is the Report sent now, or when will it be sent?

Yes

Has Interim Certificate been issued?

Yes

GENERAL OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

State clearly what alteration, if any, is suggested to be made in the existing Classification or Survey or other records of the Ship in the Register Book consequent upon this survey; for example:—"to remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1,55"; or "to remain as Classed and to have record of drydocking 1,55, and the notation of S.S. . . . 1,55".

This tanker, so far as now surveyed is eligible in my opinion to remain as classed and to have record of dry docking 6,60 subject as previously recommended to set in side shell plating etc., (psf) abreast No.1 Wing Tank being examined and dealt with as found necessary by next Special Survey.

Inac Hood

Surveyor to Lloyd's Register of Shipping

THURSDAY 7 JUL 1960

te of Committee

ute

DS 6.60 subject (1)

without sp. (m)

TS 5.60

ABS 5.60

4,57 T.

White Log (1)

Noted for Monitor

IR

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Lloyd's Register

Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR PRE-SPECIAL SURVEY. SURVEY				
Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank	No	No
Rudder lifted	No	A.P. "	No	No
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel) and Cofferdams	No	No
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks	No	No
Holds	No	Deep Tanks	No	No
		Oil Fuel Bunkers and Settling Tanks	No	No
"Tween Decks	No	Side Tanks	No	No
		Wing Tanks	No	No
Fore Peak Spaces	No	Other Tanks	No	No
After " "	No			
Engine Space	No	Cargo Tanks (Tankers)	Yes	Yes
Boiler "	No			
Under Engines and Boilers	No			
Tunnel and Well	No	Cofferdams	Yes	Yes
Coal Bunkers	No	Pump Rooms	Yes	No
Chain Locker	-			
Other Spaces	-			
		Have Tanks now Examined been Cleaned as Necessary?		Yes
		Have Struts in Cargo Tanks (of Tankers) been removed?		No
		Have Tanks been Retested as necessary after completion of any Repairs?		Yes

Have the spaces now surveyed been cleared and cleaned as necessary? Yes

Have the close ceiling and cargo battens, linings, pipe casings, etc., been removed and replaced as required by the Rules? -

Have the bilges been cleaned out and examined? No

Has steelwork had rust removed and afterwards been recoated as necessary? Yes

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? -

Has a Load Line Survey been held? No If so, state which -

Have the shell and deck plating been drilled as per Rule? Yes If so, Report 8(Dr) to be attached Drawings will be submitted

Have any alterations to the approved scantlings and arrangements now been effected? No If so, report details in body of Report.

NOTE:—Indicate which compartments and/or tanks have been examined or tested by giving the identification numbers and inserting the word "Yes", e.g. Holds: Nos. 1, 2 & 3—Yes; or All—Yes.

TABLE 2

The present condition of the following parts in so far as examined is to be reported:—

Shell plating	Good	Ceiling and Cargo Battens	-	Sluice Valves examined and found	-
" " in way of side scuttles	Not exd.	Cement or Asphalt	Not exd.	Air and Sounding Pipes	Not exd.
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not exd.
Decks	Good	Hatches and closing appliances	Good	Masts and Rigging examined and found	Good
Superstructures and their closing appliances	Good	Ventilators, their coamings and closing appliances	Good	Condition, how ascertained (State if wedges removed)	from deck.
Coamings and Casings	Good	Companionways and Skylights	Good	Chain Locker	Not exd.
Beams and Fastenings	Good	Shell Openings	-	EQUIPMENT	
Frames	Good	Ash Shoots	Good	Equipment Letter	-
Reverse Frames	Not exd.	Overboard Discharges and Scuppers	Good	Anchors, No. of 3B	Condition Good
Longitudinals	Good	Freeing ports	Open rails.	Cables (State if now ranged and examined)	No
Transverses	Not exd.	Steering Gear (Main and Auxiliary)	Good	" length (on board)	mean diam.
Floors	Good	examined and found	Good	" Rule Length	Size
Keelsons	Good	Windlass examined and found	Good	Hawsers and Warps	Good
Stringers	Good	Pumps " " "	Good	State if any Anchors or Chain Cable have	No
Inner Bottom Plating	Not exd.	W.T. Doors " " "	Good	now been supplied or retested, if so,	
Bulkheads and Tunnel	Good			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below

REMARKS, REPAIRS, Etc. (Contd.)

1 Plate over No.3 Tank.

1 Plate over Pump Room.

1 Plate and 1 Part Plate over No.4 tank.

1 Part Plate over No.5 Tank.

"A" Centreline Strake:- 1 Plate over No.1 Tank

1 Plate over No.2 Tank.

1 Plate over No.4 Tank.

Starboard "B" Strake:- 1 Part Plate over No.1 Tank.

1 Plate and 1 Part Plate over No.2 Tank.

1 Plate and 1 Part Plate over No.3 Tank.

Survey Fee Pre SS \$500

Second Surveyor's Fee (if any)

Special ~~XXXX~~ Repair Fee (if any) \$400

Date when A/c. Rendered 9/6/60

Travelling Expenses (if chargeable) \$25

1/2 Sunday Fee. \$40

Rpt. 9a Cont. Sheet 2

Port of SINGAPORE.

Continuation of Ship/Mchy. Report No. 14020 dated 6/6/60

Continuation of Report No.

EDJUN 1960

-on the

on the S.S./M.S. "BURSA"

Starboard -"B" Strake :- 1 Plate over Pump Room.

1 Plate and 1 Part Plate over No.4 Tank.

1 Part Plate over No.5 Tank.

"C" Strake :- 1 Part Plate over No.2 Tank.

1 Plate over No.3 Tank.

1 Plate over No.4 Tank.

Stringer Plating :- 1 Part Plate over No.1 Tank.

1 Plate over No.4 Tank.

Cargo Tank Bulkheads grooved in places in the line of bulkhead stiffeners. These now repaired in efficient manner by fitting 12" x 30" plate straps on face sides as follows:-

Transverse Bulkhead:- No.2 Centre Forward - 7 Straps.

Longitudinal Bulkhead Port:- No.2 Tank - 2 Straps.

No.3 Tank - 6 Straps

No.4 Tank - 2 Straps.

No.5 Tank - 1 Strap.

Longitudinal Bulkhead Starbd:-No.2 Tank - 3 Straps.

No.3 Tank - 6 Straps.

No.4 Tank - 1 Strap.

No.5 Tank - 2 Straps.

S. R. L:- Set in side shell plating etc., (psf) examined and found to continue efficient.

Appendix:- Bottom plating specially examined and the hogging (1 1/2") in way of No. 5 Centre Tank found to remain the same.

MacLeod