

002784-002789-0112 12

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

DOCKING

SURVEY

Items	Now Examined YES NO or NONE	Tanks	Now Examined Intermittently	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	Yes	F.P. Tank		
Rudder lifted	Yes	A.P. "		
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (Indicate Oil Fuel) and Cofferdams		
Hatchways, Covers, closing and securing appliances	Yes			
Ventilator coamings, skylights, companionways and closing appliances	Yes	Fresh Water Tanks		
Holds	No	Deep Tanks		
		Oil Fuel Bunkers and Settling Tanks		
Tween Decks	No	Side Tanks		
		Wing Tanks		
Fore Peak Spaces	No	Other Tanks		
After "	No	Cargo Tanks (Tankers)		
Engine Space	No			
Boiler "	No	Cofferdams		
Under Engines and Boilers	No	Pump Rooms		
Tunnel and Well	-			
Coal Bunkers	No			
Chain Locker	-			
Other Spaces	-			
		Have Tanks now Examined been Cleaned as Necessary?	No	
		Have Struts in Cargo Tanks (of Tankers) been removed?	Yes	
		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?

Has cement in bottom been examined? No

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?

Yes

If so, state which

Annual

Have the shell and deck plating been drilled as per Rule?

If so, Report 8(Dr) to be attached

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	Above deck - Good
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	Not exd.	Shell Openings	Good	EQUIPMENT	
Frames	" "	Ash Shoots	-	Equipment Letter	-
Reverse Frames	" "	Overboard Discharges and Scuppers	Good	Anchors, No. of	3B Condition Good
Longitudinals	" "	Freeing ports	Good	Cables (State if now ranged and examined)	No
Transverses	" "	Steering Gear (Main and Auxiliary)	Good	" length (on board)	-
Floors	" "	examined and found	Good	" Rule Length	-
Keelsons	" "	Windlass examined and found	Good	Hawsers and Warps	Good
Stringers	" "	Pumps	-	State if any Anchors or Chain Cable have	No
Inner Bottom Plating	" "	W.T. Doors	Good	now been supplied or retested, if so,	
Bulkheads	See Report - 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.)

Survey Fee

DS

\$175

Second Surveyor's Fee (if any)

Special ~~Repair~~ Repair Fee (if any)

\$150

Date when A/c. Rendered

31/12/57

Travelling Expenses (if chargeable)

\$ 20

SUNDAY ATTEND.

\$ 80

Rpt. 9a

Sheet 2.

Port of SINGAPORE

Continuation of Report No. 13686

dated 8/12/57

on the

m.v. "DESMOULEA"

These bulges were drilled and the plate found to measure 1 3/8" thick.

A template was also made of contour of bulge and retained on board for reference purposes.

The test holes were effectively closed by a rivet and a screwed plug (gas thread). On completion of all repairs the boiler was hydraulically tested and found tight.

It is stated this damage to the auxiliary boiler was caused by the boiler being moved bodily as a result of a torpedo hit in way of aft Peak during the last World War.

B. Day

32 Essential Independent Pumps (Identify by position) **Circulating Pump - Good. Stand-by L.O. Pump - Good H.V.F. Transfer Pump Good.**

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service) **For HVE - Good Aft Boiler 0 Good.**

38 Independent Air Compressors, Coolers & Safety Devices **Diesel driven - Good**

39 Air Receivers & Safety devices - Main **Upper & Lower - Good** 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery **Good** 45 Windlass **Good** 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) **Circulating Pump driving engine - Good**
Independent air compressor diesel driving engine - Good
Diesel generator engine - Good.

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			n Switchboards & Fittings
e Air Coolers			p Circuit Breakers
f Control Gear, Cables, etc.			q Cables
g Insulation Resistance			r Insulation Resistance
h Insulating Oil Test			s Steering Gear Generators and Motors
i Overspeed Governors			t Navigation Light Indicators
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, ~~10/11/59~~ **16/11/59 - Good**

Superheaters **None Fitted**

Safety Valves **Good**

Mountings, Doors & Fastenings **Good**

Safety Valves Adjusted to { Sat. **180 lbs.**
Spt.

Boiler Securing Arrangements **Good**

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to **Yes**

Were Oil Burning System & Remote Controls examined working in accordance with Rules? **Yes** Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? **None Fitted** Funnel **Good**

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Repairs (Wear and Tear).

Main Engine:- Nos. 3 and 5 top end bearings metal cracked and loose, now remetalled.
Intermediate shaft both bearings metal severely cracked and loose, now remetalled

H.V.F. Transfer Pump One bucket rod severely worn, now renewed together with neck and gland bushes.

Main Condenser Aft water box severely wasted, now renewed.

Auxiliary Boiler A total of 9 wasted plain tubes renewed. A total of 34 wasted combustion chamber partition stays renewed. Inboard and outboard furnace months leaking extensively at rivets and seam, both furnaces now cropped back approximately 6 inches over upper 2/3 of periphery and new sections fitted, welded and re-riveted.

During examination of boiler, it was noted the shell was set in approximately 2" in way of aft stool, starboard, side and also set approximately 1" at bottom, at approximately mid-length of boiler under centre furnace.

Survey fees CS \$500
TSCL \$105
ABS \$120

Damage fee
Expenses... \$ 25

Date when A/c rendered

21/12/59

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