

Rpt. 8

SINGAPORE.

13679

Date of writing Report 16/12/59

When issued at Local Office

Received London

Survey held at SINGAPORE.

No. of Visits Four

First Date 29th Oct. 59

Last Date 14th Dec. 59.

REPORT OF SHIP SURVEYS AND REPAIRS

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

in R.R.

3935

on the Iron or Steel S.S.

"DRUPA"

Built at HAMBURG

By Whom DEUTSCHE WERFT A.G.

Tonnage 8102
Year 1939
Month 8

Owned by SHELL PETROLEUM CO. LTD.

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

Port of Registry LONDON

Surveyed Afloat or in Drydock Both

Name of Dock Kings

Date of last exam. in Drydock 4th Nov. 59

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

Last Report No.

to be filed in at Head Office.

Port

H. KG

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

veys 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 fully 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 signed by the Surveyor. Outstanding items to be completed by the Surveyor must be summarized at the end of the Report. The reasons for repairs must be stated, also on account of Damage (the alleged cause of which must be stated) should be repaired. Repairs due to other causes, and, besides being detailed in the body of the Report, should be summarized in the form below. When, at a Special Survey, the Shell and Decking is drilled the results must be reported on Report B (Dr.). Whenever Anchors or Chains are replaced or retested the necessary particulars are to be given on Report B (Anchors and Chains) and attached to this Report.

Dates and references to any letters relating to this Report.

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 6 ft 8½ in

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING.

Repairs Wear and Tear:- Initial stages of grooving on the face side of transverse and longitudinal bulkheads in the line of heel of stiffeners now fitted efficiently with welded plate straps - 12" x 40" as follows:-

Longitudinal Bulkhead Port:- No. 1 Tank - 11 straps; No. 2 Tank - 3 straps;
No. 3 Tank - 11 straps; No. 4 Tank - 5 straps.

Longitudinal Bulkhead Starbd:- No. 3 Tank - 11 straps; No. 4 Tank - 2 straps;
No. 5 Tank - 3 straps; No. 7 Tank - 10 straps.

Transverse Bulkheads:- No. 2 Centre Forward - 7 straps; No. 2 Centre Aft - 5 straps.

DESCRIPTION OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
and Painted or Repaired	SE							
or Replaced in place								

They also been held on machinery of the Ship?

Yes

Report sent now, or when will it be sent?

Yes

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

No

Has Interim Certificate been issued?

Yes

OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

be 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: "remain as Classed in the Register Book without fresh record of Docking"; "to remain as Classed and to have record of drydocking 1.5.59"; or "to remain as Classed and to have record of drydocking 1.5.59, and the notation of S.S. . . . 1.5.59".

This tanker, so far as now surveyed is eligible in my opinion to remain as classed to have record of dry docking 11.59.

Surveyor to Lloyd's Register of Shipping

TUESDAY 19 JAN 1960

DS 11.59 Suspect (m)

TS 10.59

ABS 12.59

Noted for Header



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Lloyd's Register Foundation

003038-003045-0164

TABLE 1

DOCKING.

SURVEY

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

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		
Rudder lifted	No	A.P. "		
Weather Decks, Superstructures and Casings	Yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances	Yes	Fresh Water Tanks		
Ventilator coamings, skylights, companionways and closing appliances	No	Deep Tanks		
Holds	No	Oil Fuel Bunkers and Settling Tanks		
Tween Decks	No	Side Tanks		
Fore Peak Spaces	No	Wing Tanks		
After "	No	Other Tanks		
Engine Space	No	Cargo Tanks (Tankers)		
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?		
		Have Struts in Cargo Tanks (of Tankers) been removed?		
		Have Tanks been Retested as necessary after completion of any Repairs?		

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

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?

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

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

Has a Load Line Survey been held?

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

Have any alterations to the approved scantlings and arrangements now been effected?

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	None	Sluice Valves examined and found	-
" " in way of side scuttles	Not exd.	Cement or Asphalt	Not exd.	Air and Sounding Pipes	Above Deck -
Rudder and Sternframe	Good	Cargo and other Hatchways	Good	Doubling Plates under Sounding Pipes	Not ex
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	-	EQUIPMENT	
Frames	" "	Ash Shoots	Good	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)	mean diam.
Floors	" "	examined and found	Good	" Rule Length	Size
Keelsons	" "	Windlass examined and found	-	Hawsers and Warps	Good
Stringers	" "	Pumps	Good	State if any Anchors or Chain Cable have	N
Inner Bottom Plating	" "	W.T. Doors	Good	now been supplied or retested, if so,	
Bulkheads and Tunnel	" "			complete Report 8(Eq) and attach	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? None See Below

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee DS \$175

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Date when A/c. Rendered 28/12

Lloyd's Register Foundation