

Rpt. 8

Port SINGAPORE.

No. 13876

Date of writing Report 19/3/60

When handed in at Local Office

Received London

Survey held at SINGAPORE.

No. of Visits 3.

First Date 1/3/ 19 60.

Last Date 14/3/ 19 60.

## 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.

13201

on the Iron or Steel M.S.

SS

"GUNTUR"

Tons gross 340

Year

1944

Month

8

Built at ROWHEDGE

By Whom ROWHEDGE IRNWKS CO. LTD.

Owners SHELL CO. OF SINGAPORE LTD.

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

Managers

Port of Registry LONDON.

Surveyed Afloat or in Drydock Both

Name of Dock

Singapore Slipway.

Date of last examn. in Drydock 1/3/60

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

Last Report: No.

13465

Port

Sing

To be filled in at Head Office.

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

Survey 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  
Date of Special and of Drydocking Surveys, etc.

Machinery

+100A1 oil tanker.

+LMC

11/56M8/58

TSOG

5/59N

Dkg.

8/59

SS (Dr).

11/56

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. ins

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

EXAMINATION AND REPAIRS AS PER RULE FOR DOCKING, ANNUAL LOAD LINE AND PRE SPECIAL SURVEY EXAMINATION.

Repairs W. & T. (At Owners request).

No.1 Tanks - Longitudinal bulkhead now cropped and lower 4 ft renewed for full length of tank.

Nos. 2 & 3 Tanks - Longitudinal bulkhead now cropped and upper 2' 6" renewed for length of tanks.

Circular 2106

This vessel now generally examined and drill tested for pre Special Survey. See Drawing attached and Report 8 DR.

Machinery Items

Propeller and outside fastenings good.

WD. 0.033"

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 Faired or Repaired |              |        |           |                           |                     |             |       |             |
| Faired 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? Incorporated in this report.

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 vessel, so far as now seen is in good condition and eligible in our opinion, to be retained as classed in the Register Book with fresh record of D.S. 3,60.

R. Bann

Surveyor to Lloyd's Register of Shipping

TUESDAY 3 - MAY 1960

Date of Committee

Minute

SS 3.60

30m.4,57 T.

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Lloyd's Register Foundation

008973-008981-0223/2



TABLE 1

| PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DOCKING AND PRE SPECIAL SURVEY |                                   |  |                         |                         |
|--|-----------------------------------|--|-------------------------|-------------------------|
| Items  | Now Examined<br>YES NO<br>or NONE | Tanks  | Now Examined Internally | Now Tested              |
| Shell plating, sternframe and rudder cleaned, examined and recoated in drydock             | Yes                               | F.P. Tank  | Yes                     | No                      |
| Rudder lifted  | No                                | A.P. "   | Yes                     | 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                               |  |                         |                         |
| Holds  | Yes                               | Fresh Water Tanks  | No                      | No                      |
|  |                                   | Deep Tanks   |                         |                         |
|  |                                   | Oil Fuel Bunkers and Settling Tanks                                    |                         |                         |
| Fore Peak Spaces   | Yes                               | Side Tanks   |                         |                         |
| After " "  | Yes                               | Wing Tanks   |                         |                         |
| Engine Space   | Yes                               | Other Tanks  |                         |                         |
| Boiler "   | None                              |  |                         |                         |
| Under Engines <del>and Bunkers</del>   | Yes                               | Cargo Tanks (Tankers)  | Yes                     | In way of repairs only. |
| Tunnel and Well  |                                   |  |                         |                         |
| Coal Bunkers   |                                   | Cofferdams   | Yes                     | No                      |
| Chain Locker   | No                                | Pump Rooms   |                         |                         |
| 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? No

Have the bilges been cleaned out and examined? Yes Has cement in bottom been examined? -

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? No

Has a Load Line Survey been held? Yes If so, state which Annual

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

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                  | -    | Air and Sounding Pipes                    | Good       |
| Rudder and Sternframe                        | Good     | Cargo and other Hatchways          | Good | Doubling Plates under Sounding Pipes      | Yes        |
| Decks  | Good     | Hatches and closing appliances     | Good | Masts and Rigging examined and found      | Good       |
| Superstructures and their closing appliances | Good     | Ventilators, their coamings        | Good | Condition, how ascertained                | from deck. |
| Coamings and Casings                         | Good     | and closing appliances             | Good | (State if wedges removed)                 |            |
| Beams and Fastenings                         | Good     | Companionways and Skylights        | Good | Chain Locker                              | Not exd.   |
| Frames                                       | Good     | Shell Openings                     | Good | EQUIPMENT                                 |            |
| Reverse Frames                               | -        | Ash Shoots                         | -    | Equipment Letter                          |            |
| Longitudinals                                | Good     | Overboard Discharges and Scuppers  | Good | Anchors, No. of 2B. 1S. Condition         | Good       |
| Transverses                                  | Good     | Freeing ports                      | Good | Cables (State if now ranged and examined) | No         |
| Floors                                       | Good     | Steering Gear (Main and Auxiliary) | Good | " length (on board) mean diam.            |            |
| Keelsons                                     | Good     | examined and found                 |      | " Rule Length Size                        |            |
| Stringers                                    | Good     | Windlass examined and found        | Good | Hawsers and Warps                         |            |
| Inner Bottom Plating                         | Good     | Pumps " " "                        | -    | State if any Anchors or Chain Cable have  |            |
| Bulkheads and Tunnel                         | Good     | W.T. Doors " " "                   | -    | now been supplied or retested, if so,     |            |
|  |          |                                    |      | 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 PR S.S. \$400 Second Surveyor's Fee (if any)

Special Damage or Repair Fee (if any) \$15 Date when A/c. Rendered 25/3/60

Travelling Expenses (if chargeable) 008

RPT. 8(Dr.) (SHELL & DECK DRILLINGS)

To be securely attached to 14 APR 1960  
REPORT 19/3/60 No. 13876

SHIP'S NAME "GUNTUR" DATE OF DRILLING 1-3-60

THICKNESSES OF SHELL PLATING ascertained by drilling and comparison of same with original thicknesses.  
The thicknesses are in hundredths of an inch.  
Drillings to be made in accordance with rules.

| STRAKE              |        | XXXXXX Fr. 37      |                            |       | XXXXXX Fr. 49      |                            |       | AFT                |                            |       | REMARKS |
|---------------------|--------|--------------------|----------------------------|-------|--------------------|----------------------------|-------|--------------------|----------------------------|-------|---------|
| POSITION            | Letter | Original Thickness | Thickness by Drilling Port | Stbd. | Original Thickness | Thickness by Drilling Port | Stbd. | Original Thickness | Thickness by Drilling Port | Stbd. |         |
| Bridge Sheerstrake  |        |                    |                            |       |                    |                            |       |                    |                            |       |         |
| Bridge Strake below |        |                    |                            |       |                    |                            |       |                    |                            |       |         |
| Sheerstrake         | E      | 42                 | 40                         | 25    | 42                 | 40                         | 25    |                    |                            |       |         |
| 1st Strake below    | D      | 32                 | 30                         | 23    | 32                 | 30                         | 20    |                    |                            |       |         |
| 2nd " "             | C      | 32                 | 25                         | 30    | 32                 | 30                         | 35    |                    |                            |       |         |
| 3rd " "             | B      | 32                 | 20                         | 25    | 32                 | 25                         | 40    |                    |                            |       |         |
| 4th " "             | A      | 32                 | 35                         | 40    | 32                 | 25                         | 40    |                    |                            |       |         |
| 5th " "             | Keel   | 42                 | 60                         | 60    | 42                 | 45                         | 45    |                    |                            |       |         |
| 6th " "             |        |                    |                            |       |                    |                            |       |                    |                            |       |         |
| 7th " "             |        |                    |                            |       |                    |                            |       |                    |                            |       |         |
| 8th " "             |        |                    |                            |       |                    |                            |       |                    |                            |       |         |
| 9th " "             |        |                    |                            |       |                    |                            |       |                    |                            |       |         |
| 10th " "            |        |                    |                            |       |                    |                            |       |                    |                            |       |         |
| 11th " "            |        |                    |                            |       |                    |                            |       |                    |                            |       |         |
| 12th " "            |        |                    |                            |       |                    |                            |       |                    |                            |       |         |

THICKNESSES OF SHELL PLATING IN WAY OF END CARGO TANKS  
IN OIL TANKERS—IF DRILLED

| STRAKE              |        | FORWARD TANK       |                            |       | AFTER TANK         |                            |       | REMARKS |
|---------------------|--------|--------------------|----------------------------|-------|--------------------|----------------------------|-------|---------|
| POSITION            | Letter | Original Thickness | Thickness by Drilling Port | Stbd. | Original Thickness | Thickness by Drilling Port | Stbd. |         |
| Bridge Sheerstrake  |        |                    |                            |       |                    |                            |       |         |
| Bridge Strake below |        |                    |                            |       |                    |                            |       |         |
| Sheerstrake         |        |                    |                            |       |                    |                            |       |         |
| 1st Strake below    |        |                    |                            |       |                    |                            |       |         |
| 2nd " "             |        |                    |                            |       |                    |                            |       |         |
| 3rd " "             |        |                    |                            |       |                    |                            |       |         |
| 4th " "             |        |                    |                            |       |                    |                            |       |         |
| 5th " "             |        |                    |                            |       |                    |                            |       |         |
| 6th " "             |        |                    |                            |       |                    |                            |       |         |
| 7th " "             |        |                    |                            |       |                    |                            |       |         |
| 8th " "             |        |                    |                            |       |                    |                            |       |         |
| 9th " "             |        |                    |                            |       |                    |                            |       |         |
| 10th " "            |        |                    |                            |       |                    |                            |       |         |
| 11th " "            |        |                    |                            |       |                    |                            |       |         |
| 12th " "            |        |                    |                            |       |                    |                            |       |         |

*J. J. MacLeod*  
Surveyor to Lloyd's  
Register of Shipping

THICKNESSES OF STRENGTH DECK PLATING AS ASCERTAINED BY DRILLING at two positions within the half length  
amidships and comparison with original thicknesses.

STATE EXACT FRAME STATIONS OF DRILLINGS

| STRAKE             |        | XXXXXX Fr. 37      |                            |       | XXXX Fr. 49        |                            |       | REMARKS |
|--------------------|--------|--------------------|----------------------------|-------|--------------------|----------------------------|-------|---------|
| POSITION           | Letter | Original Thickness | Thickness by Drilling Port | Stbd. | Original Thickness | Thickness by Drilling Port | Stbd. |         |
| Stringer Plate     |        |                    |                            |       |                    |                            |       |         |
| 1st Strake Inboard |        | 35                 | 35                         |       | 35                 | 35                         |       |         |
| 2nd " "            |        | 30                 | 30                         |       | 23                 | 23                         |       |         |
| 3rd " "            |        | 30                 | 30                         |       |                    |                            |       |         |
| 4th " "            |        |                    |                            |       |                    |                            |       |         |
| 5th " "            |        |                    |                            |       |                    |                            |       |         |
| 6th " "            |        |                    |                            |       |                    |                            |       |         |

If the plating is not fitted in longitudinal strakes, the arrangement should be shown on a sketch and position of drillings indicated.

3m.5.56. T.

008473-008481-0223