

WRECK SECTION Rpt. 8.

(Received at London Office 11 MAR 1958)

No. SOR. 41

REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report 20th of Jan. 1958 When handed in at Local Office 19 Port of SORONG

No. in Survey held at SORONG Date, First Survey 23/12/57 Last Survey 6th of Jan. 1958

781 on the ~~Woods~~ Steel T.W. Se M.V. "SEBJAR" (Ex "Pant") 1948

55/56 Built at MELBOURNE By whom Johnsons Tyne Fdry Ltd When 1945

ROSS 241 Owners N.V. "NEDERLANDSCHE NIEUW GUINEA Owners' Address THE HAGUE

NDER DK 142 Managers PETROLEUM MAATSCHAPPY Port belonging to HOLLAND

ET 194 & Dry Dock? Both Name of Dock MARYKE DOCK Destined Voyage COASTING SERVICE

LD Bor DBa 65 Ft 49 T feet; uE&B feet; f feet } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

d capacity - tons. FPT 20 tons; APT 12 tons; MT - feet - tons. } Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

ast Report, No. SOR 33 Port SORONG

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 take also the dates and initials of any letters respecting this case.

For Coasting Service in Ind Arch & New Guinea Waters 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. No

Was a damage report made by anyone else? if so, by whom? Yes—Acting Surveyor

PAIRS, OR EXAMINATION AS PER RULE FOR ANNUAL DRYDOCKING. Certificate "B" will be issued - (No 5)

ies attached. Int. Freeboard Certificate No. 3947 (Expiring date 1/7/60)

DOCKING: Vessel placed in Drydock on the 23rd of December 1957 - Undocked on the 6th of January 1958. Rudder and Shellplating cleaned - Examined and found or placed in satisfactory condition. Hull and Rudder recoated - Anchors and Cables ranged, examined and found in satisfactory condition.

VEY: Held - Fore and Aft Peakspaces - Decks - Casings - Coamings - Hatchway with their beams - Covers - Tarpaulins - Battening & Securing Arrangements - Ventilators and Air - Pipes with their closing Appliances - Sounding pipes - Bullwarks with their freeing ports and protection bars - Side scuttles and plating - Skylights and windlass examined and found or placed in SATISFACTORY CONDITION.

MARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors.	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed ...								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Bulkheads		Engine Room Skylights		Copper, or Y.M.	
Age of Decks	Good	Ceiling	Good	Coal Bunkers, Openings, Covers, &c.	Good	(State if on Felt.)	When fitted, Month Year
ings	None	Cement or Asphalt	Good	Oil Bunkers	None		
s & Fastenings	Good	Rudder	None	Scuppers	Good	Boats	Good
le Plating	Good	Steering gear and its connections	Good	Cargo Hatchways	Good	Masts, Yards, &c.	Good
in way of sidelights	Good	Windlass	Good	Hatches	Good	Condition, how ascertained	E.W.
es	Good	Have pumps been examined and found efficient?	Good	Planking	Good	(State if wedges removed.)	Equipment letter
se Frames	Good	Yes	Yes	Caulking	Good		Anchors, No. of
tudinals	Good	Have Sluice Valves been examined and found efficient?	Good	Treenails	Good		2 Bow + 1 Stream
verses	Good	Yes	Yes	Breasthooks & Stenson	Good		Cables (State if now ranged)
ms	Good	Have Watertight Doors been examined and found efficient?	Good	Transoms, Pointers & Catches	Good		Ranged
ers	Good	Yes	Yes	Timbers of Frame at openings	Good		length 10 mean diamr. 13/16
Bottom Plating	Good	Have Ventilators and their Coamings been examined and found efficient?	Good	" " at other places	Good		Rule length 9 size 13/16
he Tanks been examined internally?	Good	Yes	Yes	Stringers, Clamps & Shelves	Good		Chain Locker
he Tanks been tested?	Good	Air and Sounding Pipes	Good	Salting	Good		Good
	No	Good	Good	State if examined	Good		Hawsers & Warps
	No	Doubling Plates under Sounding Pipes	Good		Good		Sufficient
	No		Good		Good		Standing and Running Rigging
	No		Good		Good		Efficient
	No		Good		Good		Sails
	No		Good		Good		None

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1-38."

THIS VESSEL SO FAR AS NOW SEEN IS ELIGIBLE IN MY OPINION TO REMAIN AS CLASSED (100 A 1) WITH FRESH RECORD OF DRYDOCKING 1.58 AND NOTATION:

"BOTTOM SHELLPLATING SLIGHTLY WAVY"

Survey Fee (per Section 23)	\$80.00	Fees applied for,	
Damage or Repair Fee (if any)	\$24.00	Char Survey	
Selling Expenses (if chargeable)		Received by me,	
Second Surveyor's Fee (if any)			

Committee's Minute TUESDAY 5 1958

Character Assigned DS 1.58 (with under) Pmt 1.58 SHATS (u) 1.58



Is Certificate required? If so, to be sent to

005107-005117-0061

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

NOW DONE : HULL U-Barkeel partly renewed - All Zinc-slabs renewed - Greasesuppliers
 to Shaftbrackets renewed - All Scuppervalves overhauled - Te S/S one
 scuppervalve renewed (Officers Lavatory).

RUDDER : Removed - Coupling belts renewed - Topbush in steel weatherdeck
 renewed (1 mm spacing) - Rudderpinble examined and found in good
 condition.

ANCHORS & CABLES : Now ranged - S/S Anchor renewed (See below) - Both
 Cables cleaned and treated with oil-mixture - Ends of cables connected in
 topchainlocker with sliphook.

DRINKWATER TANKS examined and newly ce,ented.

STEERING GEAR (Main and Auxiliary) Rods - Connections - Sheaves and
 sheavepins - springs examined and found or placed in satisfactory conditi

FREEBOARD AND DRAUGHTMARKINGS examined and found correct.

SEVERAL MINOR REPAIRS CARRIED OUT

TRIALS on the 16th of January 1958 with no complains

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.			
3404 supplied 5/1/58	1st Bower	5	3	24	-----	-----	8	5	0	0	-----	-----	Stockless	K.N.G.	KNG 3404	
	2nd												"Hall"	Holland	8.5.0.0.	
	3rd														GK 27.10.52	
	Collective Weight															L.R.
	Stream															
	Kedge															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per rule.		Description.	Makers of Cables.	Where and when tested and Superintendent.	
	Length.	Diam.	Statu- tory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.				
					Fathoms.	Ins.	Tons.	Tons.						Cwts.
Iron Stream Chain or Steel Wire														



LLOYD'S REGISTER

Rpt. 10.)