

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 19-5 1958 When handed in at Local Office 19 Port of Djakarta
No. in Survey held at Djakarta Date, First Survey 7-3-58 Last Survey 23-4 1958
Reg. Book on the Wood, Iron or Steel "BIDURI"
53719 TONNAGE: Built at Walterhuizen By whom J. Pattje When 1953 YEAR 6 MONTH
GROSS 662 Owners Republik Indonesia Owners' Address
UNDER DK. Managers Djawatan Pelajaran Port belonging to Djakarta
NET 433

Surveyed Afloat or in Dry Dock? both Name of Dock D.B. Tg. Perioek Destined Voyage
Cell DBor DBa feet: uE&B feet: f feet
total capacity tons. FPT tons: APT 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.

Last Report, No. 130006 Port Lon

Periodical Surveys, when held, must be reported in detail and serially 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. State also the dates and initials of any letters respecting this case.

In 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.

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

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

REPAIRS, OR EXAMINATION AS PER RULE FOR Special Survey.

Vessel placed in drydock. Shellplating and rudder examined and found good (except see below, now made good). Bilge strake port and starboard found wasted and holed in a number of places in way of the intermittent welded attachment of bilge keels. Doubling strips welded on p+s from frame 37 to 65, bilge keels refitted. Keelstrake forward and aft wasted and worn. Doublers fitted from frame 5-13 and from 79-90. Leading edge plate of rudder seriously wasted, now renewed. Bottom pinle bush renewed.

The vessel's class was subject to slightly set in side shell plating p. 6. S. being faalt with. All minor indents have now been faired in place.

SUMMARY 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

Decks good	Bulkheads good	Engine Room Skylights good	Copper, or Y.M. (State if on Felt.)
Caulking of Decks good	Ceiling good	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Coamings good	Cement or Asphalt.	Oil Bunkers good	Boats good
Beams & Fastenings good	Rudder good	Scuppers good	Masts, Yards, &c. good
Outside Plating good	Steering gear and its connections good	Cargo Hatchways good	Condition, how ascertained from deck (State if wedges removed.)
" " in way of sidelights good	Windlass good	Hatches good	Equipment letter
Frames good	Have pumps been examined and found efficient?	Planking	Anchors, No. of 3
Reverse Frames	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged) Ranged
Longitudinals good	Have Watertight Doors been examined and found efficient?	Treenails	" lengths 14 mean diamr. 1 1/4 (on board.)
Transverses good	Have Ventilators and their Coamings been examined and found efficient? yes	Breasthooks & Stemson	" Rule length 14 size 1 1/4
Floors good	Air and Sounding Pipes good	Transoms, Pointers & Crutches	Chain Locker good
Keelsons good	Doubling Plates under Sounding Pipes fitted	Timbers of Frame at openings	Hawsers & Warps good
Stringers good		" " at other places	Standing and Running Rigging
Inner Bottom Plating good		Stringers, Clamps & Shelves	Sails
Have the Tanks been examined internally? yes		Salting State if examined	
Have the Tanks been tested? yes			

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 is in good condition and eligible in my opinion to remain as classed, with fresh records of S.S. Djakarta 4-58 and D.D. 4-58.

It is submitted that all subjects of class and the endorsement of class may be deleted.

Survey Fee (per Section 23) Rps. = 2400. = Fees applied for, 19
Special Damage or Repair Fee (if any) (per Sec. 23) Rps. = 1200. = Received by me, 19
Travelling Expenses (if chargeable) Rps. = 200. =
Second Surveyor's Fee (if any) :

Committee's Minute

Character Assigned

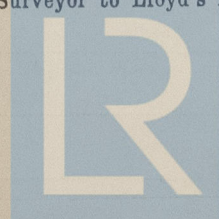
THURSDAY 31 JUL 1958

DS 4 58 without spl. chn.

S.S. Dja 4 58 ES 5 58

CERTIFICATE WRITTEN TS 4 58

Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register Foundation

010283-010288-0104

to cause it to show through to the other side.

The indented plate in starboard sheerstrake has now been cropped and part renewed.

Renewed.....

Rubbing bars of  section have been fitted on port and starboard side

A number of minor deck repairs have been carried out.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

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.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream																
	Kedge																

* If anchor is a 1st, 2nd, or 3rd bower.

If Patent, state name of Patentee.

If Stockless, state Mechanical Test.

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

CHAIN CABLES.

[illegible]

Rpt
Date of
Survey

LLC



Surveyed th

and that I
Special
Shipping, L

me have
Recommen

Continu

and of D.

being fit to c

While the Commission was properly executed, it is in circumstances whatever, Surveyors, or in a fault or negligence of the Society."

tt. B) 100m,4,57.