

Rpt. 8

Date of writing Report 7th Oct. 1959

When handed in at Local Office 8th Oct. 1959

Received London

Port DJAKARTA

No. 5659

Survey held at DJAKARTA

No. of Visits 4

First Date 10 Aug. 1959

Last Date 2 Sept. 1959

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.

78221

S.S.

on the Iron or Steel M.S.

M.V. "SANG PRAMA"

Tons gross 282

Year Month

Built at TRIESTE

By Whom

CANT. NV. GIULIANO S. GIUSTO

When 1953 - 10

Owners

MASKAPAI PELAJARAN "SANG SAKA" N.V.

Owners' address

(If not already in R.B.)

Managers

Port of Registry

DJAKARTA

Surveyed Afloat or in Drydock

Both

Name of Dock

V.P.V.

Date of last exam. in Drydock

18 Aug.

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

Last Report: No.

To be filled in at Head Office.

Port

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

Surveys 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

+ 100 A1

+ LMC

9,58

s.s.Dja

9,58

TS(OG)

1,57

Dkg.

7,58

OIL ENGS.

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

No damage

Freeboard as marked on ship and now verified

ft

ins

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

No

EXAMINATION AND REPAIRS AS PER RULE FOR DRY - DOCKING

Rudder stock found badly wasted in way of transom bearing.

REPAIRS (W & T): Top and bottom bearings renewed for rudder stock and pintle.

Rudder stock built up with electric welding and machined, it is recommended that the stock be renewed at the next dry-docking.

Shoe plate (approx. 5 metres) fitted over forefoot and forwd. keel plating

Doubling plate (approx. 6 metres) fitted over aft. keel plating.

Crown and shackle pins (tested material) renewed on both anchors.

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

as a Survey also been held on machinery of the Ship?

Yes

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

If so, is the Report sent now, or when will it be sent?

Now

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 eligible in my opinion to remain as Classed, with fresh Record of DS 8,59, subject to the rudder stock being renewed at the next dry-docking

TUESDAY - 3 NOV 1959

Date of Committee

Minute

DS 8.59, subject

TS 8.59

NOTED FOR
POSTING

Noted
for
Header

J. A. Boater
Surveyor to Lloyd's Register of Shipping
(J.A. Boater)



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Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR DRY-DOCKING SURVEY

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	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	yes	Deep Tanks		
'Tween Decks	none	Oil Fuel Bunkers and Settling Tanks		
Fore Peak Spaces	no	Side Tanks		
After " "	no	Wing Tanks		
Engine Space	no	Other Tanks		
Boiler " "	none	Cargo Tanks (Tankers)		
Under Engines and Boilers	no			
Tunnel and Well	no	Cofferdams		
Coal Bunkers	none			
Chain Locker	no	Pump Rooms		
Other Spaces	no			
		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 cement in bottom been 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? If so, state which

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?

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	----	Cement or Asphalt	---	Air and Sounding Pipes	good
Rudder and Sternframe	good	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	---
Decks	good	Hatches and closing appliances	good	Masts and Rigging examined and found	----
Superstructures and their closing appliances	good	Ventilators, their coamings and closing appliances	good	Condition, how ascertained (State if wedges removed)	----
Coamings and Casings	good	Companionways and Skylights	good	Chain Locker	----
Beams and Fastenings	----	Shell Openings	---	EQUIPMENT	
Frames	----	Ash Shoots	---	Equipment Letter	"e"
Reverse Frames	----	Overboard Discharges and Scuppers	---	Anchors, No. of	2 B 13 Condition good
Longitudinals	----	Freeing ports	---	Cables (State if now ranged and examined)	no
Transverses	---	Steering Gear (Main and Auxiliary)	good	" length (on board)	---
Floors	----	examinated and found	good	" Rule Length	10 Size 15/16
Keelsons	---	Windlass examined and found	good	Hawsers and Warps	----
Stringers	---	Pumps " " "	----	State if any Anchors or Chain Cable have	----
Inner Bottom Plating	----	W.T. Doors " " "	----	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 DKG 1,600.==

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

100.==

Second Surveyor's Fee (if any)

Date when A/c. Rendered

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