

24 DEC 1952

(Received at London Office)

No. 3518

# REPORT OF SURVEY FOR REPAIRS, &c.

of writing Report 28th Nov. 1952. When handed in at Local Office 1952. Port of DJAKARTA.

Survey held at Tandjong Priok. Date, First Survey 24th Oct. Last Survey 18th Nov. 1952. (No. of Visits 6)

on the ~~Wood~~ ~~Iron~~ Steel m.s. "BANGO".

TONNAGE: Built at Sliedrecht By whom NV. Schpsb. en Machfab. "De Klop" When -- --  
ROSS 250. Owners Republiek Indonesia Serikat. Owners' Address DJAKARTA.  
(If not already recorded in Appendix to Register Book).  
NDER DK. -- Managers Port belonging to --

veyed Afloat or in Dry Dock? In drydock. Name of Dock Drogdok My. "Tg. Priok" Destined Voyage --

LD B or DBa feet; uE & B feet; f feet; fee  
al 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.

ast Report, No. Port

riodical Surveys, when held, must be reported in detail and serialim 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. Fbd letter to Rotterdam Surveyors 9-9-1952.

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 Condition, Gen. Examination and freeboard.

essel placed in drydock. Shell plating, stern frame and rudder cleaned, examined and re-coated, and found in good condition.

urther examined the decks, coamings, covers, hatches, ventilators, air and sounding pipes, mast and standing rigging, windlass and steering gear with its connections, watertight doors and closing arrangements, and general equipment and found all in good condition.

Also now carried out all the recommendation mentioned in the above named freeboard letter to the Rotterdam Surveyors, checked and found in order, also the freeboard marks cut into the ship's side verified and found correct.

A temporary freeboard certificate valid for 3 months only was issued upon completion.

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

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

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 be continued as classed with fresh docking date 11-'52(Djakarta).

Survey Fee (per Section 29) £	170,=	Fees applied for, 28/11/52
Special Damage or Repair Fee (if any) Freeboard (per Sec. 29) £	100,=	Received by me, 10
Travelling Expenses (if chargeable) £	:	
Second Surveyor's Fee (if any) £	:	

Committee's Minute

Character Assigned See minute on Rot. F.E. Rpt. 35488

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Lloyd's Register