

Rpt. 8

Port. D J A K A R T A

No. 5660

Date of writing Report 15th Oct. 1959

When handed in at Local Office 30 Oct. 1959

Received London

Survey held at TANDJONG PRIOK

No. of Visits 32

First Date 20 May 19 59

Last Date 9 Oct. 19 59

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. 32517 on the Iron or Steel M.S. S.S. m.v. "TANDJUNG TORAWITAN". Tons gross 1712

Built at TAMISE By Whom JOS BOEL & FILS When 1951

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

Managers P.E.L.N.I. Port of Registry DJAKARTA

Surveyed Afloat or in Drydock Both Name of Dock T.P. DYKYD Date of last exam. in Drydock 12 Sept.

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

Last Report: No. 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.

SHIP'S CLASS	Machinery
Date of Special and of Drydocking Surveys, etc.	

Give dates and references to any letters relating to this Report
London letter 11th September 1958, SHIP.ETC;

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. **yes** Freeboard as marked on ship and now verified 82 x mms xx
Was a damage report made by anyone else? If so, by whom? **no**
copy attached

EXAMINATION AND REPAIRS AS PER RULE FOR CLASSIFICATION SURVEY, DRY-DOCKING, SPECIAL SURVEY, FREEBOARD AND DAMAGE ---

Reports C11 and C11 (Comp.) forwarded 19th August 1959
Report 1 attached
Report C 12(a) attached

DAMAGE: Stated to have been sustained on the 13 December 1958 due to grounding on the Laubang Reef.

CLASSIFICATION: All Classification Requirements found, or placed in accordance with London letters, approved plans, and approved/Amended plans: 16903 A, 17654 P, 16904, 18182 C and 22190.

PLAN 17714 A (Pipes marked A and B) (Please see Djakarta letter 17th July 1959, "TANDJUNG" Class Ships): Valve approx. 3 ins.) originally fitted to bottom shell plating (s.s) in DB cofferdam at aft. end of No.3 DB tank, now removed and opening in shell plating permanently closed by a welded spigatted plate.
The tank top of this cofferdam was fitted with a permanent opening (no door or lid fitted) into a trunkway leading up the aft. bulkhead. of No.2 HOLD (s,s), with a hinged steel door through the bulkhead into the Engine Room.
The hinged steel door in the bulkhead has been removed and the

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 **yes LR,Dja.**
If so, is the Report sent now, or when will it be sent? **Now** Has Interim Certificate been issued? **yes**
Report C 12(a) **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)~~ **be** Classed with this Society 100 A1 10,59, with Record of DS 9,59 and SS Dja. 10,59

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

Date of Committee FRIDAY 11 DEC 1959
Minute See Rpt. 1.



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR		CLASS, DKG, SS, FBD. & DAM.		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	yes	yes	
Rudder lifted	yes	A.P. "	yes	yes	
Weather Decks, Superstructures and Casings	yes	D.B. Tanks (indicate Oil Fuel and Cofferdams)	yes	yes	
Hatchways, Covers, closing and securing appliances	yes	Nos. 4, 5 & 6 O.F.			
Ventilator coamings, skylights, companionways and closing appliances	yes	Fresh Water Tanks			
Holds	yes	Nos. 8 & 9	yes	yes	
		Deep Tanks			
		Forwd. Eng. Rm	yes	yes	
'Tween Decks	yes	Oil Fuel Bunkers and Settling Tanks	yes	yes	
		Side Tanks	----	----	
Fore Peak Spaces	yes	Wing Tanks	----	----	
After " "	yes	Other Tanks ENG. RM	yes	yes	
Engine Space	yes	DB. FW. TK			
Boiler "	yes	Cargo Tanks (Tankers)	----	----	
Under Engines and Boilers	yes				
Tunnel and Well	yes				
Coal Bunkers	none	Cofferdams	yes	yes	
Chain Locker	yes	Pump Rooms	----	----	
Other Spaces	yes				
		Have Tanks now Examined been Cleaned as Necessary?	yes		
		Have Struts in Cargo Tanks (of Tankers) been removed?	----		
		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? **yes**

Have the bilges been cleaned out and examined? **yes** Has cement in bottom been examined? **yes**

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? **----**

Has a Load Line Survey been held? **yes** If so, state which **ASSIGNMENT**

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	good	Sluice Valves examined and found	—
" " in way of side scuttles	good	Cement or Asphalt	good	Air and Sounding Pipes	GOOD
Rudder and Sternframe	good	Cargo and other Hatchways	good	Doubling Plates under Sounding Pipes	GOOD
Decks	good	Hatches and closing appliances	good	Masts and Rigging examined and found	GOOD
Superstructures and their closing appliances	good	Ventilators, their coamings and closing appliances	good	Condition, how ascertained (State if wedges removed)	A LOFT,
Coamings and Casings	good	Companionways and Skylights	good	Chain Locker	GOOD
Beams and Fastenings	good	Shell Openings	----	EQUIPMENT	
Frames	good	Ash Shoots	----	Equipment Letter	S
Reverse Frames	good	Overboard Discharges and Scuppers	good	Anchor, No. of 3B.2S Condition	good
Longitudinals	good	Freeing ports	good	Cables (State if now ranged and examined)	yes
Transverses	----	Steering Gear (Main and Auxiliary)	good	" length 18 mean diam. 1 13/16	
Floors	good	examined and found		" (on board) Rule Length 16 Size 1 13/16	
Keelsons	good	Windlass examined and found	good	Hawsers and Warps	good
Stringers	good	Pumps " " "	good	State if any Anchors or Chain Cable have	no
Inner Bottom Plating	good	W.T. Doors " " "	good	now been supplied or retested, if so,	
Bulkheads and Tunnel	good			complete Report 8(Eq) and attach.	

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? See Below

REMARKS, REPAIRS, Etc. (Contd.) opening permanently closed by a welded steel plate, as has also the opening in the DB cofferdam tank top, Coamings (effective height 240 mms) fitted to Nos. 1, 2 and 3 hatches on Freeboard deck, by welding a 12.5 mm plate to the existing 50 mm high bevel plate, with a welded 65 mm half round bar at the top. Hatch cleats fitted to all three cargo hatches on Freeboard deck, and cargo battens supplied. All originally fitted access hatches (600 x 600 mm) on freeboard deck permanently closed by welded steel plates. EQUIPMENT (Please see also Report 1): Two of the bower anchors (weighed at 39 cwts - 1 - 14lbs) Please See Cont. Sheet.---

Survey Fee CLASS. & SS 32,400.== Second Surveyor's Fee (if any)
 DAM. RPT 3,000.==
 Special Damage or Repair Fee (if any) Date when A/c. Rendered
 Travelling Expenses (if chargeable) 800.==

Rpt. 9a Port of D J A K A R T A Continuation of Report No. 5660 dated 15th October 1959 on the

m.v. "TANDJUNG KORAWITAN" (SHIP)

have no identification marks visible, and are not of the same weight as per Cradley Heath Certificates 70345 and 70375 for anchors of 38 cwts - 2-2 lbs and 37 cwts - 1 - 14 lbs respectively.

REPAIRS (W & T): Numerous rivets renewed in seams of C and D strakes (p&s). Rudder lifted and pintle bushes renewed. Several rivets renewed in D strake plating (p & s, amids). E 4 (p.s., from forwd.) removed, faired and refitted. Several wood hatch covers renewed. No. 1 DB tank top plating (p.s) cropped, faired and refitted. A number of local indents in shell plating faired. Repairs satisfactorily water tested on completion.

DAMAGE REPAIRS: No. 2 and 3 keel plates (from forwd.) part renewed. A2, A3, B3^{B4} and C5 (s.s. from forwd.) cropped and part renewed. B5 and C4 (s.s. from forwd.) released faired and refitted. Forwd. section of stbd. bilge keel renewed. Ten floors (s.s) in No. 1 DB tank cropped, faired and refitted. Ten bilge brackets (s.s) in No. 1 hold renewed/part renewed. Thirteen side frames (s.s) in No. 1 hold renewed/part renewed. Repairs satisfactorily water tested on completion.

J.A. Boater
(J.A. Boater).

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