

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

S.S.

on the Iron or Steel M.S.

m.v. "TANDJUNG TORAWITAN".

Tons gross 1712

Year

1951

Month

Built at TAMISE

By Whom

JOS BOEL & FILS

When

Owners REPUBLIK INDONESIA

Owners' address

(If not already in R.B.)

Managers P.E.I.N.I.

Port of Registry

DJAKARTA

Surveyed Afloat or in Drydock Both

Name of Dock

T.P. DYKYD

Date of last examn. in Drydock 12 Sept.

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

Last Report: No.

Port

To be filled in at Head Office.

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

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

copy attached

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

no

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

	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
SUMMARY OF DAMAGE REPAIRS								
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.

30m 5,85



© 2021

Lloyd's Register
Foundation

013008-012017-0043 1/2

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)	ALOFT.
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	Anchors, 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	good	" 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 TORAWITAN" (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).

0043 2/2



© 2021

Lloyd's Register
Foundation