

S/S "PORT LYTTTELTON"

Specification for Damage Repairs.

You are invited to tender for the following repairs and tender for this, stating number of running days the repairs will be completed, are to be handed in at the office of the BORNEO COMPANY Ltd., Kampong Malakka 9, BATAVIA, not later than 4 o'clock in the afternoon of the 25th of AUGUST 1924.

The owners do not bind themselves to accept the lowest or any tender.

Repairs to be effected to satisfaction of Classification, Underwriters and Owners' Representatives and to be in accordance, sizes and particulars, to the parts which are to be renewed or otherwise dealt with.

Contractors to be responsible for the sizes, gaugings etc, and will take their own particulars from the parts which have to be replaced or dealt with, and the ship is to be put in the same good condition as she was previous to the accident.

This specification is issued in good faith to cover the damage and Contractors will satisfy themselves regarding same and they will be hold responsible for the whole of the damage repairs.

Any frames, floors or other parts that may be damaged by the contractors by the removal of the damaged parts are to be made good by the Contractor.

On completion of the repairs, the tanks in way of the repairs to be tested in accordance with Classification requirements and to be made perfectly tight. Anything in way of damage repairs to be removed for any reason are to be repalced in good condition.

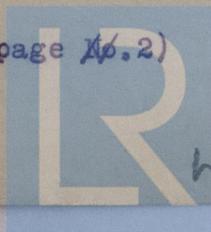
Drydocking-Contractor is to be responsible for all drydocking shoring, dock rent and all other costs in connection with same.

PAINTING: All new and/or disturbed work isto be cleaned and painted as before, Contractor supplying paint. Shipsbottom to have one coat of anticorrosive and one coat of antifouling, contractor supplying paint.

All cement in way of repairs to be cut away and afterwards replaced where necessary.

Disputes: (see page No. 2)

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DISPUTES: In case of any dispute the question is to be settled and must be taken as final, by Underwriters' and Owners' Representatives; Captain H. H O L L I S, representing Owners, Mr. A. BIJLO representing Underwriters in case repairs are carried out in Java.

EXTRAS: Any extras or additional work for or on behalf of Owners' or Underwriters' requirements must be confirmed in writing and a price for same agreed before such work is put in hand.

Plates - keel 1 - 2 - 3 - 4 to be renewed.

No. 5 taken off and replaced.

Four butt-straps to be renewed.

- S. B. A 1 - 2 - 3 to be renew
- 4 - 5 to remove, faired and replaced
- 6 fair in place
- B 2 - 5 - 6 - 7 - 8 removed, faired and replaced.
- 3 - 4 to renew.
- C 1 - 2 - 3 - 4 to renew.
- 5 - 6 removed, faired and replaced.
- D 3 - 5 to renew
- 2 - 4 - 6 - 7 - 8 removed faired and replaced.
- E 5 - 6 - 7 removed faired and replaced.
- F 5 - 8 removed faired and replaced.
- 9 - faired in place.
- 20 to remove, fair and replaced 15 to renew.

Port Side

- A 1 - 2 - 3 - 4 - 5 to renew.
- B 3 - 4 - 5 - 6 to renew.
- 2 - 7 removed, faired and replaced.
- C 2 - 3 - 4 - 5 to renew.
- 1 removed, faired and replaced.
- D 2 - 3 - 4 to renew.
- 5 - 9 - 11 removed, faired and replaced.
- 10 - faired in place.
- E 3 to renew.
- 4 - 8 - 9 - 10 - 11 removed, faired and replaced.

(F to G, will continue to page 3)



ss. Port Lyttelton, continued from page 2.

Port Side

- F 7 - 10 - 11 removed, faired and replaced.
- G 11 - fair in place.
- 17 - to renew, 14 to remove, to fair to replaced.

Port. bilge keel 48 ft to renew to renew.

48 ft T bar to renew.

180 tons. bunker-coals in way of same to be removed.

Tank No. 1

- S. B. 25 floors to be renewed.
- 37 intercostals to be renewed.
- Margin-plate faired in place.

Tank I Port.

- 25 floors to be renewed.
- 37 intercostals to be renewed.
- 25 frame - brackets to renew.
- Margin - plate faired in place.
- 45 ft centre - girder to renew + angle bars.

Tank II.

6 frame - brackets faired in place.

Port

- 12 floors to renew.
- 3 floors removed, faired and replaced.
- 30 intercostals to renew.

S. B.

- 20 floors to renew.
- 6 floors removed, faired and replaced.
- 40 intercostals removed, faired and replaced.
- 20 ft: centre - girder faired in place -  $\angle$  bars to renew
- Hold-stanchions and ladders to be faired.
- air-and sounding pipes to be overhauled.

Tank - topplates to be partly caulked.

Lower-part stem-post to be faired in place.

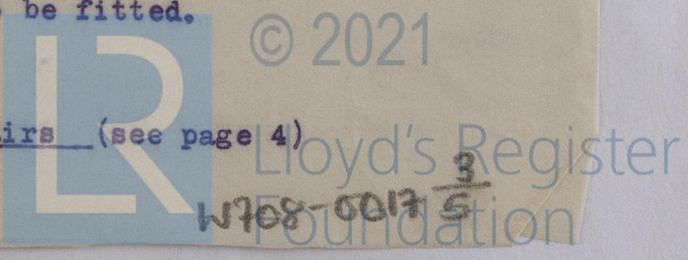
In hold II insulating on top - tank and up to lowest - side - stringer to remove.

In hold I all insulating in lower hold to remove.

Bilge-hatches in No 1 and II hold to be fitted.

To renew 3 plates in shelter-deck.

Deck-repairs (see page 4)



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Deck - repairs.

Bridge-and boatdeck to be caulked 12000 ft.

100 wooden hatches and 30 for- and afters to be renewed.

Messroom- and pantry skylights to be repaired.

Fresh-water pump to repair.

6 Cargo-clusters to renew with

60 feet cable on each.

Sanitary-tank on boatdeck to repair.

9 Cargo-gins to be rebushed.

Topping lift chains to be annealed.



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In case the insulation is not dealt with, ceilings under hatchways

and cargobattens (see page 5.)

ENGINE ROOM (contd)

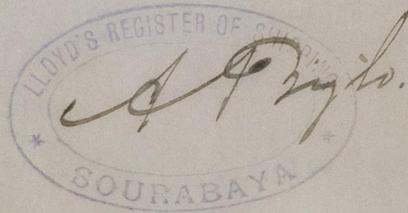
and cargobattens have to be fitted when the vessel has to carry general cargo, for which a separate price will be given.

List of different items which are not included in the above specifications.

Bulkhead between No 1 and II lower holds to be repaired.

This bulkhead has been reported to be leaking, but cannot be examined on account of insulation.

Domestic fresh watertank to be repaired, but could not be examined on account of insulation.



Vertical text on the left margin, including 'Port Side', 'Tank No. I', 'Tank II', 'Deck', 'Bridge', 'Messroom', 'Fresh', 'Cargo', 'Sanitary', 'Topping', 'str', 'in', 'Ball', 'to'.



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