

S. S. " PORT LYTT ELTON "

Specification for Insulation 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 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.

Anything in way of damage repairs to be removed for any reason ~~are~~ are to be replaced in good condition.

PAINTING: All new and/or disturbed work ~~is~~ isto be cleaned and painted as before, Contractor supplying paint.

DISPUTES: In case of any dispute the question is to be settled and must be taken as final, by Underwriters' and Owners' Representative; Captain H.HOLLIS, 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.

No.1 LOWER-HOLD;

Insulation to be entirely renewed in the same good condition as it was before the casualty occurred.



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No.1 LOWER-HOLD (continued)

Before fitting insulation on tanktop, ship-side plating, decks, bulkheads and all other surfaces to be properly cleaned and recoated with two coats of red-lead.

Tanktop painted with solution or other approved paint.

All wood to be Java-teak, properly seasoned.

Insulation-material for all work to be char-coal or other approved material.

Zinc-plates to be ± 1 m.M. thick.

No.2 LOWER-HOLD;

Insulation on bulkhead between No.2 and 3 to be stripped to the same height as lower-side stringer on shipside.

All insulation removed as in damage-repairs specification and as above to be entirely renewed as before.-

No.3 Tween-deck leaking leads of brine-piping to be removed and refitted. Casing and insulation to be renewed.

All brine-piping in way of insulation which has to be renewed as specified above, are to be removed, tested and refitted.

The supplying of all rejected pipes to be extra.



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