

Rpt. 8

N/N AFFAN OCEANA

Port DAKARTA

No. 5971

Date of writing Report 13/3/62

When handed in at Local Office

Received London

Survey held at Tandjung Priok

No. of Visits 17

First Date 6/11/ 19 61

Last Date 6/ 3 / 19 62

DISCLOSED
SECTION

REPORT OF SHIP SURVEYS AND REPAIRS

(The Surveyor's attention is drawn to the relevant requirements of Chapters B & C of the Rules.)

No. R.B. 42035

on the Iron or Steel M.S.

"AMBULOMBO" (Ex- "MANOORA")

Tons gross 10,952

Year 1935 - 2

SECTION

No. 8083

Built at Glasgow

By Whom A. Stephen & Sons Ltd.

Owners Republik Indonesia

Owners' address

Managers P.T. PELNI

Port of Registry Djakarta

Surveyed Afloat or in Drydock Afloat

Name of Dock

Date of last examn. in Drydock

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

Last Report: No. 5971

Port DJK

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 Lond. letter "R" of 17/11/61 to Dja.

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

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

Freeboard as marked on ship and now verified

EXAMINATION AND REPAIRS AS PER RULE FOR

GENERAL EXAMINATION AND ALTERATIONS:
AND COMMENCEMENT OF SPECIAL SURVEY (PROG).

Vessel submitted for GE in accordance with Circular 1959 and Secretary's letter of 17th Nov. 1961 for postponement of SS until Oct. 1962.

Survey held afloat.

COMMENCEMENT OF SPECIAL SURVEY (PROGRESSIVE) NOW DONE :-

Following examined internally :-

Fore Peak.

No 1 D.B. (F.W.) frs 152/178.

No 2 D.B. " (P. & S) Frs. 131/152

No 3 D.B. " " " 114/131

No 4 D.B. " " " 39/74

No 5 D.B. " " " 11/39

No 4 D.B. (O.F.) " " 101/113 (O.F. BUNKER "FO")

No 7 D.B. " " " 75/87 "JFK"

No 8 D.B. " (Centre) " 77/95 "L"

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

If so, is the Report sent now, or when will it be sent?

Yes

Has Interim Certificate been issued?

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 in good and efficient condition and eligible in my opinion to be continued as classed without fresh record of survey, subject to shell plating over Stbd. stern tube at ford space in After Peak (leaking) being dealt with at the next routine dry docking for SS in Oct. 1962 (7 mos); and subject to all conditions at present attached to the Vessel's class being dealt with as previously recommended.

Date of Committee

WEDNESDAY 5 APR 1962

Minute

As now, subject

DBS 2.62

(Postponement of SS until 10.62 approved)

50m, 4.59 T. (MADE AND PRINTED IN ENGLAND)

Note: Dike - subject (h)

x with (h)

FRIDAY 15 JUN 1962

Deferred for ep ss (by 10.62)

(Subject - add edn of class re fitting of deck double bottom of sterning cur in E. side)

Adequately

Lloyd's Register
Foundation

TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR

Alterations and GE

SURVEY Afloat

Items	Now Examined YES NO or NONE	Tanks	Now Examined Internally	Now Tested
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock	No	F.P. Tank	Yes	Yes
Rudder lifted	No			
Weather Decks, Superstructures and Casings	Yes	A.P. Nos 4 & 5 P. & S. } D.B. Tanks (Indicate Oil Fuel and Cofferdams & No 8 Cr.) } O.F. Yes	Yes	No
Hatchways, Covers, closing and securing appliances	Yes			No
Ventilator coamings, skylights, companionways and closing appliances	Yes	DBs Nos 1, 2, 3, 4 & 5 Fresh Water Tanks	Yes	No
Holds	Yes	Deep Tanks (O.F.) P. & S.	Yes	Yes
Tween Decks	Yes	Oil Fuel Bunkers and Settling Tanks Four off	Yes	Yes
Fore Peak Spaces	Yes	Side Tanks	-	-
After " "	Yes	Wing Tanks	-	-
Engine Space	Yes	Other Tanks	-	-
Boiler " }	Yes			
Under Engines and Boilers	Yes	Cargo Tanks (Tankers)	None	-
Tunnel and Well	Yes			
Coal Bunkers	None	Cofferdams	-	-
Chain Locker	No			
Other Spaces	-	Pump Rooms	None	-
		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?	-	

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? -

Have the bilges been cleaned out and examined? -

Has cement in bottom been examined? -

Has steelwork had rust removed and afterwards been recoated as necessary? -

Were inspection plugs or any insulation removed in insulated spaces for examination of steelwork? -

Has a Load Line Survey been held? No If so, state which -

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	-	Ceiling and Cargo Battens	Good	Sluice Valves examined and found	-
" " in way of side scuttles	-	Cement or Asphalt	"	Air and Sounding Pipes	Good
Rudder and Sternframe	-	Cargo and other Hatchways	"	Doubling Plates under Sounding Pipes	"
Decks	Good	Hatches and closing appliances	"	Masts and Rigging examined and found	"
Superstructures and their closing appliances	"	Ventilators, their coamings	"	Condition, how ascertained (State if wedges removed)	From deck
Coamings and Casings	"	and closing appliances	"	Chain Locker	-
Beams and Fastenings	"	Companionways and Skylights	"	EQUIPMENT	
Frames	"	Shell Openings	"	Equipment Letter	-
Reverse Frames	"	Ash Shoots	None	Anchors, No. of	- Condition -
Longitudinals	"	Overboard Discharges and Scuppers	Good	Cables (State if now ranged and examined)	No
Transverses	"	Freeing ports	"	" length (on board)	- mean diam. -
Floors	"	Steering Gear (Main and Auxiliary)	"	" Rule Length	- Size -
Keelsons	"	examined and found	"	Hawsers and Warps	Stated complete
Stringers	"	Windlass examined and found	"	State if any Anchors or Chain Cable have	-
Inner Bottom Plating	"	Pumps	"	now been supplied or retested, if so	-
Bulkheads and Tunnel	"	W.T. Doors	"	complete Report 8(Eq) and attach.	-

Have conditions (A) or endorsements (B) of Class (if any) been dealt with? No See Below -

REMARKS, REPAIRS, Etc. (Contd.)

Survey Fee GE Rp. 15,500

Part SS & Alterations 10,000

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable) 1,300

10% Tax Rp. 2,550

Date when A/c. Rendered 13/3/62

Lloyd's Register Foundation

Rpt. 9a

Port of DJAKARTA

Continuation of Report No. 5971

dated 13/3/62

MS "AMBULOMBO" on the

Deep Tanks (O.F.) (P. & S.) fr. 101/113 A.B.C.O.
 P. Inbd. Settling Tank (O.F.)
 Dky. Boiler Fuel Settling Tank
 Two Aux. Generator Fuel Tanks

Following Tanks Tested :-

Fore Peak

P. & S. (O.F.) Deep Tanks

A.B.C.O.

P. Inbd Settling Tank (O.F.)

Dky. Boiler Fuel Settling Tank

Two Aux. Generator Fuel Tanks.

Alterations : -

Shell openings cut each 4' x 7' height with sell 12 as follows; above "E" deck:-

Port SideStarboard Side

Between frs 43/45	;	Between frs 42/44
" " 69/71	;	" " 71/73
" " 116/118	;	" " 116/118
" " 143/145	;	" " 143/145

Shell openings have been compensated as shown on attached plans.

Ship's side doors 8 off for the above openings were now fitted being of strong construction and watertight.

Side Scuttles:

(The proposal to fit side scuttles was cancelled as it was not possible to supply these in the time).

Overboard Discharges:

The overboard discharges from spaces on "E" deck were fitted with two automatic -non-return valves, the upper of which is accessible at all times for examination under service conditions, as follows : -

Port Side	6" diam	at frs	39/40
" "	4" "	" "	146/147
Starboard Side	4" "	" "	17/18
" "	4" "	" "	40/41
" "	4" "	" "	146/147.

DECK OPENINGS :

Openings were cut on "E" deck for ladders to pelgrim spaces on tween deck as follows:-

At frs	34/36	on	P. side
" "	55/57	at	P. & S. sides, 6 M from cr. line
" "	133/135	" "	" " 5 M. " "
" "	159/161	" "	P. side

This openings are 1200 x 2250 m/m

Deep Tank

Fresh Water tank fitted at aft end of Nos 2/3 Hold (ford of mchy space) and extending to 9' 10" deck. The tank divided into four sections athwartships. The D.B. Tank top is used as the new tank bottom.

All in accordance with copy of approved attached.

The ship's sides (P. & S.) welded connections of the ford and after bulkheads not completed. (To be done in dry dock in Oct. 1962 at completion of SS)

Air pipes 4" dia are fitted to height of 3 ft above freeboard deck.

Sounding and suction piping fitted to Rule requirements.

COMPANIONWAYS : -

The access to pilgrim spaces now fitted, are in the form of steel companionways strongly built, and bolted to the top of the steel hatchway covers, provided with hinged W.T. steel doors, operable from both sides, and having sills 35" above 2½" wood decks.

No modifications were made to the hatch coamings themselves; and suitable arrangements have been made for the battening down of the modified steel hatch covers.

These companionways are erected at following hatchways.

No 1 on forecastle

Nos 2 & 5 on "D" deck

At No 3 on "A" deck

Boat Deck -- Lifeboats and Life Rafts

At port and stbd sides abreast funnel casing, in way of Nos 1 & 2 (P. & S.) Lifeboats, deck plating (formerly 6 m.m.) now renewed in 11 m.m., over area approx. 10' x 45'.

In way of the above, deck beams O.A. 7" x 4" x 375" have now been fitted 15 off at both P. & S. sides.

The above stiffening fitted for 2 additional life boats at each of P. & S. sides.

Steel Life raft skids or platforms have been erected 2 at each of P. & S. sides, forward of machy. casing.

Fifty new life rafts have been placed on board.

HULL LEAKAGE : Leakage was found at plating over the Stbd. Stern Tube in space adjoining bulkhead. Cement box was fitted in way as temporary repair. It was recommended that permanent repairs be dealt with at the next routine dry docking for SS in Oct. 1962 (7 mos.)

1/12

7/A



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