

Rpt. 8

WRECK SECTION

Port DJAKARTA

No. 5692

Date of writing Report 17 Dec. 1959

When handed in at Local Office 18 Dec. 1959

Received London

by held at TANDJONG PRIOK

No. of Visits 5

First Date 9 Dec. 19 59

Last Date 16 Dec. 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.)

is R.B. 216 on the Iron or Steel M.S. S.S. "INBONOR" Tons gross 2828

at HARTLEPOOL By Whom W. GRAY & CO., LTD. When 1942 - 1

ers PAN NORSE STEAMSHIP CO., S.A. Owners' address (If not already in R.B.)

Afloat or in Drydock Afloat Name of Dock No. 1 HARBOUR Date of last examn. in Drydock

Alterations in existing particulars in the Register Book should be reported and underlined.

Report No. 1354 Port Sng Particulars of Classification (which must be inserted precisely as in Register Book and Supplement)

must be reported in the terms of the Rules. The nature and extent of Examinations (if any) must be stated in detail, the parts examined and their condition being indicated. For Annual, Special or other Condition Surveys the Summary of Condition and Condition on the back of the Report is to be carefully completed and if necessary in the body of the Report. Outstanding items to complete the Survey summarised at the end of the Report. The reasons for Repairs must be stated. Account of Damage (the alleged cause of which must be stated) should be separated from other causes, and, besides being detailed in the body of the Report, summarised in the form below. When, at a Special Survey, the Shell and Deck are drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain are replaced or tested the necessary particulars are to be given on Report 8(Eq) and be attached to this Report.

SHIP'S CLASS		Machinery	
Date of Special and of Drydocking Surveys, etc.			
* 100 A1		* LMC	7,55
S.S.	5,56	MBS	11,58
Dkg.	11,58	TS (CL)	10,56
		SPS	5,56
		OF 4,51	

and references to any letters relating to this Report.

cases where the Surveyor has not made a special damage report he should state whether he offered services for this purpose and to whom and why they were declined. NO DAMAGE Freeboard as marked on ship and now verified ft ins

Was a damage report made by anyone else? If so, by whom? NO

ATION AND REPAIRS AS PER RULE FOR REPAIRS

account of the port and stbd. windlass gypsies being badly worn, new ones were ordered delivered to the vessel.

as found that the bore of the new gypsies was bigger than the shafts.

IRS (W & T): Both shafts machined in way of gypsies, steel liners (approx. 8 mms. thick) made and shrunk on to shafts, and gypsies pressed on to shafts.

Windlass examined under working conditions on completion of repairs and found satisfactory.

It is recommended that both gypsy shafts be renewed by the end of February 1960, considered efficient meantime.

February 1960, considered efficient meantime.

172): Nothing done towards tunnel plating or bower anchor at this time

*E.g. subject to note*

CONTINUATION OVER/OR SHEET 2

DESCRIPTION OF DAMAGE REPAIRS	Shell Plates	Frames	R. Frames	Floors and Bracket Floors	Inner Bottom Plates	Deck Plates	Beams	Other Items
and Faired or Repaired								
Repaired in place								

also been held on machinery of the Ship? NO Is Classification Certificate required? If so, to be sent to NO Report sent now, or when will it be sent? - Has Interim Certificate been issued? YES

OBSERVATIONS, OPINION AND RECOMMENDATION AS TO CLASS

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:— 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 and the notation of S.S. . . . 1,55".

vessel so far as now seen is eligible in my opinion to remain as classed, subject

th windlass gypsy shafts being renewed by the end of February 1960, tunnel top

ng in No.3 hold being examined and dealt with as necessary at the next Special

7, and to bower anchor (supplied 12,58) being placed in accordance with the Rule

ements at the earliest opportunity.

*as now A x B as before 12/1/60 E.g. Servs to note*

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

Thursday 21st January, 1960.

As now, subject

Noted for Header



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TABLE 1

PARTS OF THE SHIP AS INDICATED BELOW HAVE BEEN EXAMINED FOR SURVEY

Items	Now Examined	Tanks	Now Examined Internally	Now Tested
	YES NO or NONE			
Shell plating, sternframe and rudder cleaned, examined and recoated in drydock		F.P. Tank		
Rudder lifted		A.P. "		
Weather Decks, Superstructures and Casings		D.B. Tanks (indicate Oil Fuel and Cofferdams)		
Hatchways, Covers, closing and securing appliances				
Ventilator coamings, skylights, companionways and closing appliances		Fresh Water Tanks		
Hold		Deep Tanks		
		Oil Fuel Bunkers and Settling Tanks		
Tween Decks		Side Tanks		
		Wing Tanks		
Fore Peak Spaces		Other Tanks		
After " "				
Engine Space		Cargo Tanks (Tankers)		
Boiler "				
Under Engines and Boilers				
Tunnel and Well		Cofferdams		
Coal Bunkers				
Chain Locker		Pump Rooms		
Other Spaces				
		Have Tanks now Examined been Cleaned as Necessary?		
		Have Strums 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?  
 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? 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	Sluice Valves examined and found	
" " in way of side scuttles	Cement or Asphalt	Air and Sounding Pipes	
Rudder and Sternframe	Cargo and other Hatchways	Doubling Plates under Sounding Pipes	
Decks	Hatches and closing appliances	Masts and Rigging examined and found	
Superstructures and their closing appliances	Ventilators, their coamings and closing appliances	Condition, how ascertained (State if wedges removed)	
Coamings and Casings	Companionways and Skylights	Chain Locker	
Beams and Fastenings	Shell Openings	EQUIPMENT	
Frames	Ash Shoots	Equipment Letter	
Reverse Frames	Overboard Discharges and Scuppers	Anchors, No. of	Condition
Longitudinals	Freeing ports	Cables (State if now ranged and examined)	
Transverses	Steering Gear (Main and Auxiliary)	" length	mean diam.
Floors	examined and found	" (on board)	
Keelsons	Windlass examined and found	" Rule Length	Size
Stringers	Pumps " " "	Hawsers and Warps	
Inner Bottom Plating	W.T. Doors " " "	State if any Anchors or Chain Cable have	
Bulkheads and Tunnel		now been supplied or retested, if so,	
		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.)

Survey Fee REPS. 2,000  
 Special Damage or Repair Fee (if any)  
 Travelling Expenses (if chargeable) 300