

Rpt. 8

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 No 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. "INDEONOR" Tons gross 2828
at HARTLEPOOL By Whom W. GRAY & CO., LTD. Year 1942 - Month 1
ers. PAN NORSE STEAMSHIP CO., S.A. Owners' address (If not already in R.B.)
Port of Registry PANAMA

Afloat or in Drydock Afloat Name of Dock No. 1 HARBOUR Date of last examn. in Drydock -
y 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
rs (if any) must be stated in detail, the parts examined and their condition being
icated. For Annual, Special or other Condition Surveys the Summary of
on and Condition on the back of the Report is to be carefully completed and
f 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
irs due to 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
drilled the results must be reported on Report 8(Dr). Whenever Anchors or Chain
e replaced or tested the necessary particulars are to be given on Report 8(Eq)
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
ervices 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.
RS (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.
172): Nothing done towards tunnel plating or bower anchor at this time

CONTINUATION OVER/OR SHEET 2

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
y, and to bower anchor (supplied 12,58) being placed in accordance with the Rule
ements at the earliest opportunity.

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

Committee 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 YES NO or NONE	Tanks	Now Examined Internally	Now Tested
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		
Holds		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		Pump Rooms		
Chain Locker				
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 If so, Report 8(Dr) to be attached

Have the shell and deck plating been drilled as per Rule? If so, report details in body of Report.

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	Condition, how ascertained	
Coamings and Casings	and closing appliances	<i>(State if wedges removed)</i>	
Beams and Fastenings	Companionways and Skylights	Chain Locker	
Frames	Shell Openings	EQUIPMENT	
Reverse Frames	Ash Shoots	Equipment Letter	
Longitudinals	Overboard Discharges and Scuppers	Anchors, No. of	Condition
Transverses	Freeing ports	Cables <i>(State if now ranged and examined)</i>	
Floors	Steering Gear (Main and Auxiliary)	" length	mean diam.
Keelsons	examined and found	<i>(on board)</i>	
Stringers	Windlass examined and found	" Rule Length	Size
Inner Bottom Plating	Pumps " " "	Hawsers and Warps	
Bulkheads and Tunnel	W.T. Doors " " "	State if any Anchors or Chain Cable have	
		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

Second Surveyor's Fee (if any)

Date when A/c. Rendered

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