

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 9th March 19 55 When handed in at Local Office 19 55 Port of SORONG

No in Survey held at SORONG Date First Survey 21st April Last Survey 21st June 1954 (No. of Visits sixteen)

1775 on the Machinery of the ~~Wood, Iron or Steel~~ <sup>T.W.Sc.</sup> Steel Motorship FAK-FAK

Gross 74 Vessel built at Port Kembla, N.S. By whom A.E. Goodwin Ltd. When 1948 July  
 Net 45 Engines made at Amsterdam Nederland ? By whom D. Goedkoop Jr. ltd. ? When 1954 ?  
 Nominal 30 Boilers, when made (Main) Reading. (Donkey) J.I. Thornycroft & Co. Ltd.  
 Owners N.V. Nederl. Nieuw Guinea Petr. My. Owners' Address SORONG  
 (if not already recorded in Appendix to Register Book.)  
 Managers & Port The Hague. Voyage  
 If Surveyed Afloat  in Dry Dock Marijke Dock  
 (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
Launch A1 4.53		LMC. 5.52
		s. 3.52
ss. Sorong. - 5.52		PN. 7.53
For coasting service in Indonesia Archipelago.		

Report No. Port  
 Particulars of Examination and Repairs (if any) Building in of new engines.  
 Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case

In cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Damage report made by anyone else? If so, by whom?

Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

Donkey " " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

Latest date of internal examination of each boiler? Present condition of funnel(s)

Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Screw shaft now been drawn and examined? Both Has it a continuous liner? No Is an approved oil retaining appliance fitted at the after end? NO

Shaft now been changed? NO If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner? -

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 26th May '54 State the wear down in the bush Port 3 mm

Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? NO

Engine parts, when referred to by numbers, should be counted from forward.

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Both Thornycroft Main-engines removed and two new engines fitted with new build-in foundations. Marks:

SB KROMHOUT Type 8-GSK-108 HP 80 RPM 1000 Reduction 1:1.67 Engine No.13784

Left Hand Rotation Reduction-gearbox type 60 H.

Port KROMHOUT Type 8-GSK-108 HP 80 RPM 1000 Reduction 1:1.67 Engine No.13785

Right Hand Rotation Reduction-gearbox type 60 H.

Stewart Auxilliary-Engine with 32 Volts Dynamo removed and replaced by a new Petrol-Engine marked:

Norman-Autocet serial No. TA 5885 2cyl Air-cooled with a 110 Volts

D.C. Dynamo 1 1/2 KW, 13.6 Amps (6986-1) 2000RPM

Repairs due to wear and tear:

Both Thornycroft Main-Engines removed and the foundations autogenically cut away P.T.O.

General Observations, Opinion, and Recommendation.—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or RLMC 140 lb., FD, &c.)

CS 3.34 The new machinery of this vessel ~~XXXXXX~~ is correctly installed. Alterations according to the above mentioned notations should be made in the records of the vessel's machinery with fresh record of +L.M.C. 6-54 and T.S. 5-54, +NE 54.

Fee (per Section 20) Rp. 1500.- T.S. Rp. 300.- Fees applied for 9-3-1955

Damage or Repair Fee (if any) £ : : Received by me, 19. Acting Engineer Surveyor to Lloyd's Register of Shipping.

Other expenses (if chargeable) £ : : L.F. Lloyd's Register Foundation

Signature's Minute TUESDAY 6 DEC 1955 See SN 4

202892-007601-0069

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

new foundations electrically welded according to drawing N.N.G.P.M. SORONG No.5095<sup>A</sup>.

The old waterpipe-system removed and a new waterpipe-system installed according to drawing N. SORONG NO.5272<sup>A</sup> sent with this report.

Bushings in Engine-room bulkhead drawn, SB reconditioned for the new shaft, Port replaced by a steel bushing with bronze liner.

Both intermediate shafts renewed with new coupling-flanges.

Both screwshafts drawn and the bushings reinfused with babbitz and machined with .3 mm space round the shafts.

The propellers interchanged.

Port bracket disqualified. As no spare bracket was available a new steel bracket was constructed by electrically welding.

The propeller-shafting and new engines were adjusted in line and fitted with fitted bolts and nuts.

The new engines were connected to new exhaust pipes and new silencers fitted in the funnel.

A new dashboard with the new manoeuvring handles were installed in the wheelhouse.

At starboard as well as Port-side a new 12 Volts battery installed in the engine-room for starting purposes. These batteries can be charged from the dynamo's installed on the main-engines as well as from the dynamo of the auxiliary-engine.

The whole 32 Volts electric lighting plant was replaced by a new 110 Volts plant complete with switches and fuses.

The machinery was tried under working conditions and found quite satisfactorily.

At the test-run the vessel produced a speed of  $9\frac{1}{4}$  ( nine and a quarter ) knots.



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