

Rpt. 9

Date of writing report 3 November 1960
Survey held at TANDJONG PRIOK

Received London
No. of visits 22

Port DJAKARTA No. 5791
First date 5 July Last date 13 October 1960

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 24264 Name S.S. S.S. " OCEAN FORTUNE " Gross tons 3102 Date of build 1945-1
Owners INDONESIAN FORTUNE LLOYD Managers - Port of Registry DJAKARTA
Engines made 1945-1 By CANADA IRON FOUNDRIES, THREE RIVERS Type STM. T. 3 CVL.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 200 LB
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock BOTH
Nature of Survey DKG., TS., MBS., PART ES.
Was Damage Report issued? NO Int. Cert.? YES
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

MN 269

Hull	Machinery
± 100 A1	± LMS
SS. 4,57	ES 4,57
DS 2,59	MBS 4,58
	TS(CL) 3,57
	Sps 4,57
	OF 10,47

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers GOOD Wear Down of Stern Bushes CLOSE FIT Oil Glands - Sea Connections GOOD
Fastenings GOOD Has Screwshaft Tubeshaft been drawn? YES Date of Examination 25 July Has Shaft been changed? NO
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? YES Approved oil gland? NO
MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears MP VALVE WITH ITS CASING

3 Connecting Rods, Top Ends & Guides Side
Centre

4 Crankpins & Bearings Side
Centre

5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods

7 Connecting Rods & Top Ends

8 Crankpins & Bearings

9 Journals & Bearings

10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods

12 Connecting Rods & Top Ends

13 Crankpins & Bearings

14 Journals & Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS AIR PUMP.

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel so far as now seen is eligible in my opinion to remain as classed, with fresh Record of TS(CL) 7,60 and MBS 10,60 now, and ES (with date) on completion of the Survey, subject to three sea valves (on sea inlet box and in way, p.s.) being rejointed (cement boxes), and shipside sea inlet valve chest for GS pump being renewed, at the next dry-docking; also to the forwd. steam dynamo being refitted at the first opportunity.

Date of Committee

Decision

THURSDAY 24 NOV 1960

MBS 10 60 subject
TS 7 60

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND.)

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J. A. Boater
Engineer Surveyor to Lloyd's Register of Shipping
J. A. Boater
011461-011468-0066

If certificate is required state where to be sent.

32 Essential Independent Pumps (Identify by position) BALLAST PUMP

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements GOOD

AUXILIARY ENGINES (Identify by position)

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD	STARBOARD	AUXILIARY EQUIPMENT
a Generators		Generators & Governors	
b Exciters			
c Air Coolers		m Motors	
d Motors		n Switchboards & Fittings	
e Air Coolers		o Circuit Breakers	
f Control Gear, Cables, etc.		p Cables	
g Insulation Resistance		q Insulation Resistance	
h Insulating Oil Test		r Steering Gear Generators and Motors	
i Overspeed Governors		s Navigation Light Indicators	
j Magnetic Couplings			
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN PORT & STBD. 23 Aug. 1960 AUXILIARY, DONKEY or PRESS.

Superheaters GOOD

Safety Valves GOOD

Mountings, Doors & Fastenings 200 LB

Safety Valves Adjusted to Sat. Spt. GOOD

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to YES

Were Oil Burning System & Remote Controls examined working in accordance with Rules? YES Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? YES Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Please see London Memo 6th. of July 1960.

Two blades of propeller (MB, 4 blades, solid) set back around tips, one of these blades fractured and previously welded.

Shipside sea inlet valve chest (cast iron) for GS pump found somewhat wasted - it is recommended that this valve be renewed at the next dry-docking, considered efficient meantime.

REPAIRS (W & T): Sternbush rewooded.

Propeller blades faired, one of these blades fractured in numerous places during the fairing. Ends of fractures located and drilled (total 9 holes, 20-25 mm. diam.), fractures cut out and welded, holes redrilled and chamfered.

The following shipside sea valves renewed (tested): sea inlet valve for main cond. circg. pump, overboard discharge valve for main condenser, overboard discharge valve for auxiliary condenser, and inlet valve for ballast pump.

PLEASE SEE CONTINUATION SHEET, =====

Survey fees BS 4,000

TS 1,300

REPS 3,000

10% Gov. tax 830

Damage fee

Expenses... 500

Date when A/c rendered

Rpt. 9a

Port of DJAKARTA

Continuation of Report No. 5791 dated 3 November 1960 on the

S.S. " OCEAN FORTUNE " (MCHY)

When the vessel came out of dry-dock, three of the new sea valves were found to be leaking at their shipside flanges, cement boxes were fitted. It is recommended that these three sea valves (fitted at sea inlet box, or in way, p.s.) be rejointed (cement boxes now fitted) at the next dry-docking.

Main engine M.P. slide valve machined and new fitting strips fitted.

Main engine attached air pump cylinder liner bored out and bucket renewed.

Both water cylinder liners renewed on ballast pump.

Bilge injection valve renewed (tested).

Extended spindles on O.F. installation etc: overhauled and made workable.

SRL: Two stay tubes renewed in inbd. high c.c. of stbd. boiler,

Remaining plain and stay tubes renewed in centre c.c. of port boiler.

Both bottom manhole doors of port boiler built up with electric welding and refitted.

It is submitted that the foregoing items be deleted from the SRL:

ELECTRICAL INSTALLATION (Please see Djakarta Report D 297, S.S. " LUCKY FORTUNE "):

This vessel ("OCEAN FORTUNE") has three steam dynamo's:-

Forwd. 110 V. 136A. 15KW.

Aft. outboard 110 V. 136A. 15 KW.

Aft. inboard 110 V. 12 KW(?)

These dynamo's are used for lighting, radio and domestic Refrigeration only.

The forwd. steam dynamo unit has now been removed, and fitted on board

the " S.S. " LUCKY FORTUNE " (Class N.V.).

It is recommended that this dynamo be refitted at the first opportunity.

J.A. Boots

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