

Rpt. 9

Date of writing report 3 August 1960

Survey held at TANDJONG PRIOK

Received London

No. of visits 4

Port

DJAKARTA

No. 5778

First date

23 June

Last date

2 July 1960

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 42501 S.S. M.V. "ADRI VIII" Gross tons 223 Date of build 12-1958

Owners Republik Indonesia Managers Port of Registry DJAKARTA

Engines made 12-1958 By BLACKSTONE & CO. LTD. STAMFORD Type Oil Eng. 6 cyl. 4 SA

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers W.P.

No. of Aux./Donkey Boilers W.P.

Surveyed Afloat or in Dry Dock Dry dock

Nature of Survey DKG., TS, DAM.

Was Damage Report issued? Int. Cert.?

Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery	
100 A1	LMC	
Indonesian Archipelago	ES	12,58
service	TS (CL)	9,59
DS		9,59

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

Fastenings GOOD Has Screwshaft Tubeshaft been drawn? YES Date of Examination 30 JUNE 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

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

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) 6,60

To note in SRI.A: All three propeller blade tips cropped ( approx.140 mms.wide,70 mms.deep)

Date of Committee THURSDAY - 8 SEP 1960

Decision TS 660

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32 Essential Independent Pumps (Identify by position)
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

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT

PROPULSION

PORT

STARBOARD

AUXILIARY EQUIPMENT

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

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

MAIN

AUXILIARY, DONKEY or PRESS

Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to Sat. Spt.
Boiler Securing Arrangements
Main Economisers
Exhaust Gas Heated Economisers
Steam Heated Steam Generators
Steam Generator Safety Valves Adjusted to
Were Oil Burning System & Remote Controls examined working in accordance with Rules?
Forced Circulating Pumps
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?
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)

DAMAGE: (Cause and date not stated): Two blades of propeller (3 blades, solid, RH, MB) heavily set back on tips.

DAMAGE REPAIRS: Screwshaft removed, tested in lathe for truth and found satisfactory. During the fairing of the propeller blades, one tip broke off. Tips of all three blades equally cropped (approx. 140 mms. wide, 70 mms. deep) and dressed up.

It is recommended that this be noted in the SRL. A.

LEAVE THIS SPACE BLANK

Survey fees TS 700
DAM. REPS. 1,500
10% Gov. tax 240

Damage fee
Expenses... 200

Date when A/c rendered



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