

Rpt. 9

Date of writing report 7/10/62

Received London

Port DJAKARTA

No. 6048

Survey held at Tandjung Priok

No. of visits 1

First survey and

Last date 7/10/62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 85223 Name M.V. " T I R T O N A D I " Gross tons 251 Date of build 5-1958
Owners Republik Indonesia Managers P.T.Pel.Djawa Kalimantan Port of Registry Djakarta
Engines made 1950 By Crossley Bros.Ltd. Type Oil Eng. 2SA 4Cy. Crossley
Fitted 5.58
No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -
No. of Aux./Donkey Boilers - W.P. -
Surveyed Afloat or in Dry Dock Afloat
Nature of Survey G.E.
Was Damage Report issued? - Int. Cert.? Yes
Last Report (For Head Office only)

Hull	Machinery
100 AI Indonesian	LMC 5.58
Archipelago service	OG 4.61
Dkg. 4.61	E made 50 fitted 5.58
Mchy. aft.	

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 - Wear Down of Stern Bushes - Oil Glands - Sea Connections -
Fastenings - Has Screwshaft Tubeshaft been drawn? - Date of Examination - Has Shaft been changed? -
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -

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

1 Cyls., Covers, Pistons & Rods
2 Connecting Rods & Top Ends
3 Crankpins & Bearings
4 Journals & Bearings
5 Levers

6 SCAVENGE BLOWERS

7 SUPERCHARGERS

MAIN TURBINES

8 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

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 in good and safe working condition and eligible, in my opinion to be continued as classed without fresh record of survey.

Date of Committee

Decision

3.58 T. (MADE AND PRINTED IN ENGLAND.)

TUESDAY 20 NOV 1962

Defended for comp CSN

Engine Surveyor to Lloyd's Register of Shipping

Foundation

012744-012751-0072

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

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)
For G.E. (Now Done):-

The main engine No 1 Unit was now adrift as well as the M.E. attached circulating and bilge pumps ; and these were found in good order.
It was ascertained from the Log Books and C.E. that the Main and auxiliary machinery had worked well since the previous dry docking; and seen externally were in good order.
The bilge pumping arrangements had also worked well during the preceding voyages.
The megger readings of the electrical installation were reported to be in good order.
It is recommended in the circumstances that favourable consideration be given to the Special Survey, due May 1962, be postponed until May 1963.

LEAVE THIS SPACE BLANK

Survey fees ... Rp.3,370
10% Govt.Tax ... 337

Damage fee ...
Expenses... Rp.3,707

Date when A/c rendered 7/10/62

