

-6 MAY 63

Ship's Name ~~SS/MS~~ WAJABULA ex "HALMAHERA

Gross tons 2999

Is there a rpt. 8? No

Port Sourabaya

Rpt. No. 6516

No. of visits 2

First date 19-4-63

Last date 22-4-63

Interim Cert. issued
& copy herewith? YesDamage rpt. issued
& copy herewith? NO

Last rpt. (H.Q. only)

Date of
completing rpt. 22-4-63

Surveyed at, if different from Port above

Is a rpt. 9B
attached? No

MN 300

Nature of survey Machinery damage

Survey fees

Damage fee

Expenses

Machinery damage-Rps4.000,--

Travelling-Rps-600,--

Turnover Tax

400,--

S.A. fee

MAIN ENGINES, RECIP., STEAM OR I.C. (State Port—P or Starboard—S)

1 Cyls., covers,
pistons & rods

2 Valves & gears

3 Con. rods, top ends
& guides centre

Side

4 Crankpins &
bearings centre

Side

5 Journals &
bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS (State Port—P or Starboard—S)

6 Cyls., covers,
pistons & rods7 Con. rods &
top ends8 Crankpins &
bearings9 Journals &
bearings10 Coolers &
safety devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS (State Port—P or Starboard—S)

11 Cyls., covers,
pistons & rods12 Con. rods &
top ends13 Crankpins &
bearings14 Journals &
bearings

MAIN TURBINES (State Port—P or Starboard—S)

16 Casings, rotors,
blading, bearings
& thrusts

15 Levers

17 Reduction
gearing18 Scavenge
blowers

19 Superchargers

I recommend that the machinery of this ship remain as classed ~~with~~/without fresh record of survey subject to the Starboard generator being repaired by 12/63 and subject to any outstanding conditions of class being dealt with as previously recommended.

(Where conditions of class are recommended to be retained, imposed, amended or deleted, particulars must be stated above and on the interim certificate.)

Date of Committee

FRIDAY - 7 JUN 1963

Minute As now, subject

S.R. KHARE.

Surveyor to Lloyd's Register of Shipping

ALSO FOR

SPL FOR

TRO

SRL

POSTING

HEADER

CERT

Lloyd's Register
Foundation

015102-015110-0026

At part or complete Special Surveys those items which are not applicable to the ship are to be cancelled; 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 omitted from forward.

considered that re-examination or repairs should be made before that date a distinguishing mark must be inserted against the item and the circumstances and action taken or recommended described fully under "defects and repairs".

The condition of any item is to be described as "good" only when it 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 repairs have been effected or it is

Exhaust steam turbines (with recip. eng.)	21 Thrust blocks shafts & bearings	
22 Steam compressors	23 Intermediate shafts & bearings	
24 Clutches & hydraulic couplings	25 Condensers (main & aux.)	
26 Steam re-heaters	27 Air ejectors (main & aux.)	
28 De-super-heaters	29 Forced &/or induced draught fans	
30 Stop & manoeuvring valves	31 Holding down bolts & chocks	32 Detuner or vibration damper
33 Main engine driven pumps		

State
Port P. or
Starboard S.

34 Crankcase doors & explosion relief devices	35 Have main engines been tested working & manoeuvring? (To be done on completion of ES or CS cycle)
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36 Essential independent pumps

37 Bilge, ballast & oil fuel suction lines, fittings & controls	38 Have the remaining piping arrangements & fittings in the machinery space been examined as considered necessary?
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39 Fresh water coolers	40 Lub. oil coolers
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41 Heaters (state service)	42 Feed water filters
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43 Auxiliary air receivers & safety devices	44 Starting air pipes
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45 Main air receivers & safety devices
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46 Independent air compressors coolers & safety devices

47 Oil fuel tanks (not forming part of the hull structure)
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48 Have all evaporators safety valves been tested under steam?	49 Evaporators HP & LP	50 Distillers
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51 Fire extinguishing arrangements	52 Steering machinery	53 Windlass
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Identify
by
position

AUXILIARY ENGINES

Starboard Generator Engine- Examined the Starboard Diesel generator at the request of the Owners Superintendent Engineer. It was stated by the Chief Engineer that the generator suddenly stopped at 0540 hours on the 15th April 1963. On examination the following damage was found,-

PARTICULARS OF DEFECTS, REPAIRS, ALTERATIONS, ETC.

No 2 Piston below gudgeon pin completely broken. The top part of the piston was found stuck in the top part of the liner.

No 2 Liner lower portion completely broken.

No 2 Connecting rod found badly bent.

No-2 Cyl block on outboard side of No 2 unit partly broken.

Lower guide for No 2 Cylinder Liner in the Cyl block broken at After end.

Crankcase on the outboard side of No 2 unit partly broken.

Crankcase door damaged.

As there are no facilities for carrying out a ^{Permanent} temporary repair here and due to the vessels sailing commitments the Owners requested that permanent repairs be deferred till the end of this year.

All the other pistons and liners were examined now and found in good order. It was recommended to the Owners that all the Connecting rods should be checked for truth and that the alignment of the Crankshaft be checked after permanent repairs to the Cyl block and the crankcase had been carried out. The ship has got 2 ^{more} generators on port side fully capable of taking the essential load.

The reason for repairs must be stated and those on account of damage, the alleged cause of which must be given, should be detailed separately from wear and tear repairs. State what action has been taken regarding items which are subjects of class. State also where appropriate, for the information of the Technical Records Dept, the material of the defective item and whether it is a forging, casting or welded fabrication. Any alterations in existing particulars in the Register Book should also be reported above.

Register
Foundation