

Rpt. 9

Date of writing report 13/3/62

Received London

Port DJAKARTA

No. 5971

Survey held at TANDJUNG PRIOK

No. of visits 17

First date 6/11/61

Last date 6/3/62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 42035 Name M.V. ~~XXX~~ "AMBULOMBO" (Ex-"MANOORA") Gross tons 10,952 Date of build 2-1935
 Owners Republik Indonesia Managers PELNI Port of Registry Djakarta
 Engines made 1935 By J.G. Kincaid & Co. Ltd. Type 2 Oil Eng. 4 SA each 8 Cy. B. & W.
 No. of Main Engines 2 No. of Screws 2
 No. of Main Boilers - W.P. -
 No. of Aux./Donkey Boilers 1 W.P. 100 lbs.
 Surveyed Afloat or in Dry Dock Afloat
 Nature of Survey ~~DBS~~ CS, DBS, & GE.
 Was Damage Report issued? - Int. Cert.? Yes
 Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

	Hull	Machinery
No. of Main Boilers		
No. of Aux./Donkey Boilers		
Surveyed Afloat or in Dry Dock		
Nature of Survey		
Was Damage Report issued?		
Last Report (For Head Office only)		
	100 AI with fbd. 8.61	LMC (CS) 12.58
	Dkg. 8.61	DBS 10.60
	S S 4.58	CL P. 9.59
		S. 10.60

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 Nos 3,4,5 & 6 ; Good Nos 1,2,7 & 8 ; Good
 2 Valves & Gears Nos 3,4,5 & 6 ; Good Nos 1,2,7 & 8 ; Good
 3 Connecting Rods, Top Ends & Guides Nos 3,4,5 & 6 ; Good Nos 1,2,7 & 8 ; Good
 4 Crankpins & Bearings Nos 6,7,8,9 & 10 ; Good Nos 1,2 & 8 ; Good
 5 Journals & Bearings No 7 ; Good

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 } Turbo ; Good
 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 Good Good
 26 CONDENSERS (MAIN & AUX.) Good
 27 STEAM RE-HEATERS -
 28 DE-SUPERHEATERS -
 29 STOP & MANOEUVRING VALVES -
 30 MAIN ENGINE DRIVEN PUMPS (Fuel) Nos 1,2,7 & 8 ; Good ALL ; Good
 31 CRANKCASE DOORS & EXHAUST PIPES Good Have Main Engines been tested working and manoeuvring? Yes

OPINION OF MACHINERY AND RECOMMENDATIONS. The Machinery and Donkey Boiler of this Vessel so far as now seen are in good and efficient condition and eligible in my opinion to be continued as classed with records of DBS 2.62 (now) ; and CS 3.62 when the survey has been completed.

Date of Committee

Decision

G.S. ; Ballast ; Bilge; Ford Fuel Transfer; P. & S. Fuel Service;
 P. & S. Feed; Condenser Circulating; P. & S. (S.W). Cooling;
 P. Outbd. F.W. Cooling ; All Good.

32 Essential Independent Pumps (Identify by position)
 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Good
 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes
 35 Fresh Water Coolers P. & P. Inbd.; Good 36 Lub. Oil Coolers S. & S. Inbd.; Good 37 Heaters (state service) O.F. Good
 38 Independent Air Compressors, Coolers & Safety Devices Emerg. Air Comp.; Good
 39 Air Receivers & Safety devices - Main --- 40 Auxiliary P. Ford & P. Aft; Good
 41 Oil Fuel Tanks (Not forming part of hull structure) Daily Service; P. Inbd. Settling; Dkg. Blr. Fuel; and (2) Aux. Gen. Fuel; Good
 42 Evaporators None 43 Have Evaporator Safety Valves been tested under steam? ---
 44 Steering Machinery Good 45 Windlass Good 46 Fire Extinguishing Arrangements Good

AUXILIARY ENGINES (Identify by position) Emerg. Aux. (Diesel) Generator Eng.; Good

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

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

MAIN None
 Superheaters ---
 Safety Valves --- Good
 Mountings, Doors & Fastenings --- Good
 Safety Valves Adjusted to { Saf. 100 lbs/sqin.
 Spt. ---
 Boiler Securing Arrangements --- Good
 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? Yes Forced Circulating Pumps ---
 Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? --- Funnel Good

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)

General Examination carried out afloat per Secretary's letter of 17/11/61 in accordance with Circular 1959, in lieu of postponement of SS until Oct. 1962.

The Machinery CS cycle was practically completed at this time, as listed above.

The bilge pumping arrangements were tried and found satisfactory.

From records and Log Books on board it was ascertained that the main and aux. machinery had been working well during the past number of months.

TO COMPLETE CS cycle :-

M.E. Nos 1, 2, 7 & 8 Crankpins and bearings.

Propellers and sea cocks.

NOTE: With respect to items to complete CS cycle forwarded from London ref. "R" of 17/11/61 it should be recorded that Interim Certificates are on board for the following:-

Melbourne 23/5/61; S. Ford G.S. Pump.

Sydney 30/12/58; Inbd. Air Compressor & S. Lub. Oil Pump.

30/12/59; Port (Outbd.) Indep. Air Compressor.

Adelaide 30/11/60; Stbd. Supercharger - gas rotor and blades.

CS Survey fees Rp. 33,500
 DBS 3,500

M.E. Stbd. Nos. 3, 4, 5 & 6 Crankshaft journals & bearings.

10% Govt. Tax 3,700

Expenses... 1,450
 Rp. 42,150

Date when A/c rendered 13/3/62



DBS due 10.61 now held
 CS 14 advanced concurrent with G.E.
 for postponement SS until 10.62.

It is submitted that this
 vessel is eligible for THE

RECORD. D.B.S. 2.62 now
 and CS 14 (date) when completed

LEAVE THIS SPACE BLANK
 To complete the CS cycle
 P.M.E. Nos 1, 2, 7 & 8 crank
 pins bearings
 Sea connections
 Bilge oil pumping
 equipment pumps &
 headers (if fitted)
 Detritus of shafts
 Survey accordingly