

Rpt. 9

Date of writing report 29-8-1955

Received London

27 JAN 1956

Port KUCHING

No. 12739

Survey held at Kuching

No. of visits 3

First date 13-8-55

Last date 29-8-55

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.E. 196094 Name M.V. "SRI TINJAR."

Gross tons 257

Date of build 1953

Owners F.F. CLARKE

Managers LIDDELL BROS 16 (SARAWAK) LTD

Port of Registry HONG KONG

Engines made 1951

By GENERAL MOTORS CORP DETROIT, USA

Type

No. of Main Engines 2 No. of Screws 2

No. of Main Boilers - W.P. -

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

Surveyed Afloat or in Dry Dock Both

Nature of Survey LMC (MAY) &amp; T.S.

Was Damage Report issued? - Int. Cert.? Yes.

Last Report (For Head Office only)

Records of Survey &amp; Special Notations as per Register Book

Hull	Machinery
+100A1	LMC
9.54	TS & P. 6.53
	S. 9.54

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 P+S renewed Oil Glands - Sea Connections good  
Fastenings good Has Screwshaft/Tubeshaft been drawn? P.S. Yes Date of Examination 13-8-55 Has Shaft been changed? No.  
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? No (F+A only) † Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.)

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods Good  
2 Valves & Gears Good  
3 Connecting Rods, Top Ends & Guides Side Good  
Centre Good  
4 Crankpins & Bearings Side Good  
Centre Good  
5 Journals & Bearings Good

Good  
Good  
Good  
Good  
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

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings &amp; Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES &amp; HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS &amp; BEARINGS

24 INTERMEDIATE SHAFTS &amp; BEARINGS

25 HOLDING DOWN BOLTS &amp; CHOCKS Good

26 CONDENSERS (MAIN &amp; AUX.) Good

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP &amp; MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS Good

31 CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES Good

Have Main Engines been tested working and manoeuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel as now seen is in good condition and eligible in my opinion to remain as classed with fresh record LMC (M) 8.55 and TS P. 8.55 and S. 8.55. Subject to the forward and aft liners of the port & starboard screw shaft being specially examined by end of August 1956 (12 mos. limit)

THURSDAY 23 FEB 1956

Date of Committee

Decision

LMC (M) 8.55 subject  
(Withhold TS record)

Noted  
for  
Header

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03824-003831-0037

32 Essential Independent Pumps (Identify by position) *Generator driven Bilge Pump (i.e. port side) Good*  
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  
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 Have Evaporator Safety Valves been tested under steam?  
43 Evaporators  
44 Windlass *Good*  
45 Fire Extinguishing Arrangements *Good*  
46 Steering Machinery

AUXILIARY ENGINES (Identify by position) *Generator (i.e. R. port side) examined in its entirety Good*

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			1 Generators & Governors
b Exciters			m Motors
c Air Coolers			Switchboards & Fittings
d Motors			n Circuit Breakers
e Air Coolers			o Cables
f Control Gear, Cables, etc.			p Insulation Resistance
g Insulation Resistance			r Steaming 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)  
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)

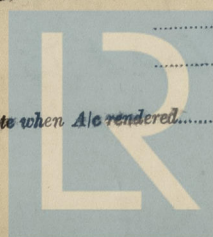
*P. & S. screw shafts drawn & liners in way stern gland & "A" bracket found worn  
liners not available and each liner metal sprayed and machined  
It is recommended all liners be specially examined in 12 months time  
Stern and "A" Bracket bushes re-conditioned  
Sea suction valves opened & examined  
Wear & tear repairs effected to Port & Starboard main engines  
Generator driven Bilge Pump rebuilt after repairs  
Additional heavy duty hand operated semi rotary bilge  
pump installed and connected to the bilge main line  
Requirements for modified survey carried out  
Main & Auxiliary machinery & pumping arrangements  
all examined & tested under working conditions*

LEAVE THIS SPACE BLANK

Survey fees T.S. \$ 160  
LMC (M) \$ 263  
Machinery \$ 150

Damage fee  
Expenses...

Date when A/c rendered



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*Revised  
Rear of  
Other*