No. 6034

PORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 15 SEP 1956)

writing Report 14th Sept. 19 56 When handed in at Local Office ..... 19 ..... Port of SOURABAYA

Survey held at Sourabaya Date. First Survey 25th May Last Survey 13th Sept. 19 56 (No. of Visits 11)

on the Machinery ~~XXXXXXXXXXXX~~ Steel "MILO"

Gross 392 | Vessel built at Haverton Hill By whom Furness S.B. Co.Ltd. When Year 1944 Month - 3

Net 160 | Engines made at Glasgow By whom British Auxiliaries Ltd. When

er -

n Boilers -

key Boilers -

sure— Boilers -

y Boilers -

Boilers, when made (Main) (Donkey)

Owners NV Nederlands-Indonesische Tank-vaart Maats. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port The Hague Voyage

~~If~~ Surveyed ~~afloat in~~ Dry Dock D.M.S. (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
BS*		MBS*3/52M12/54
3.56		OG 11.54
ssDja-7.53		

port No. ..... **Port** .....

ars of Examination and Repairs (if any) Condition and damage

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the pairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides d in the body of the report, should be briefly summarised at the end of the report. State also the dates and ny letters respecting this case -

ases where the Surveyor has not made a special damage report he is required to state whether he offered his s for this purpose, and why they were declined Offered but not required.

ge report made by anyone else? If so, by whom? Unknown.

veyor personally go inside each Main Boiler separately and make a through examination at this time? -

" Donkey " " " -

for what reasons - What parts of the Boilers could not be thus thoroughly examined? -

l means, in the absence of internal examination, were adopted by the to assure himself of the thorough efficiency of those parts of each Boiler? -

date of internal examination of each boiler - Present condition of funnel(s) -

veyor examine the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

veyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

veyor examine all the manholes, doors and their fastenings of the Main Boilers? -, and of the Donkey Boilers? -

veyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boilers? -

veyor examine all the mountings of the Main Boilers? -, and of the Donkey Boilers? -

w shaft now been drawn and examined? No Has it a continuous liner? - Is an approved oil retaining appliance fitted at the after end? Yes

w been changed? - If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

ved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft - State the wear down in the h. O.G.tight Is electric light and/or power fitted? - If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

lation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? -

ts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

ey is not complete, state what arrangements have been made for its completion and what remains to be done It is stated that ship sustained e to her main engine on the 15th May 1956 on voyage from Bandjirmasin to Sourabaya due to n crankpin bearing bolt cylinder No.3.

placed in drydock. Propeller, afterend of sterntube and outside fastenings examined and found od condition.

rs due to damage: Main engine removed from the ship and completely opened out in workshop. crankcase holed in way of No.3 cylinder on Port side. An S.M. steel plate has been fitted now ns of tap bolts. On completion crankcase watertested and found tight.

haft placed in lathe and examined by magneflux. All crankshaft journals and crankpins slightly d up. Damaged No.3 crankpin skimmed. Bearing brasses remetalled. All gudgeon pins renewed shes bored out, all cylinder liners drawn and repacked in cylinder block. Shafting lined out und good. Engine chocks tested and on completion main engine examined under working and vring conditions and found good.

Observations, Opinion, and Recommendation.—

tate clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, ✠LMC 9,11 or C 140 lb., FD, &c.)

CS 3,34

The Machinery of this ship is in good condition and eligible in my opinion to remain lassed.

(per Section 29) Rp.150.-- Fees applied for ..... 19 .....

amage&r Repair Fee (if any) (per Section 29.) " £ 950.-- Received by me, ... 19 .....

g expenses (if chargeable) £ : :

Jacobs.

Engineer Surveyor to Lloyd's Register of Shipping.

ttee's Minute THURSDAY 25 OCT 1956

ed As now (With ~~[illegible]~~ endl.)

Noted for Tender

Is a Certificate required? If so, to be sent to

Insert Character of Ship and Machinery precisely as in the Register Book.