

LLOYD'S REGISTER OF SHIPPING

SAN FRANCISCO

September 4th, 1942

THIS IS TO CERTIFY THAT

H.N.CLEGG and F.G. ARCHBOLD

the undersigned Surveyors to this Society did at the request of the Owners of the Steel Screw Steamer "SINGKEP", 6,607 tons gross register of Batavia; also Captain Walter Gay, Lloyd's Agent, San Francisco, California, and Mr. T. C. Warkman, Salvage Association, London, of Vancouver, B.C., make survey of said vessel for the purpose of ascertaining the nature and extent of damage, to Turbine Machinery, stated to have been sustained, due to difficulty having been experienced with lubricating oil system, leading to a breakdown of machinery, on March 18th, 1942, while the vessel was on a voyage from Sourabaya to United Kingdom via ports; the vessel also encountered heavy weather between the dates of March 13th to March 18th, 1942, inclusive.

For full particulars see Vessel's Log Books and Master's Protest.

Log Books examined.

Vessel last drydocked January 1942.

NOTE:- According to statements:

January 19th, 1942 - Vessel left Sourabaya and on

February 7th, 1942 - arrived at Sydney, N.S.W.

During the vessel's stay at Sydney the machinery was overhauled and proven in order.



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Lloyd's Register
Foundation

005462-005469-0173/16

S.S. "SINGKEP"

March 12th, 1942 - Vessel sailed from Sydney, N.S.W. on her intended voyage to United Kingdom.

From March 13 to 18th inclusive, vessel encountered heavy weather and on March 18th at 9:18 A.M. difficulty was experienced with the lubricating oil system, which lead to a breakdown of machinery. Driving mechanism of oil pump was found broken.

March 19th, 1942 - Vessel anchored in 24 fathoms water after drifting 26 hours, off North Cape, N. Z.

March 20th, 1942 - A tugboat took vessel in tow and proceeded.

March 22nd, 1942 - Arrived at Auckland Harbor in tow.

Machinery was surveyed and temporary repairs effected to permit vessel to proceed to a U. S. A. port, for permanent repairs.

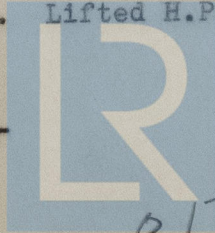
(See reports issued at Auckland dated April 27th, 1942 .)

APRIL 28th, 1942 - Vessel sailed from Auckland.

May 27th, 1942 - Vessel arrived at San Francisco.

EXTRACT OF ENGINEERS LOG

- 18 March 1942. Engines were stopped at 9:19 a.m., because the oil-pressure had fallen away. After examination of gear-wheels and oil-sprayers and inspection of the non-return valve in the suction pipe of the oil-pump, the turbines were started again at 11:35 a.m. Steamed slowly ahead with the steam oil-pump running. At 3:15 p.m. the engines were stopped again for heavy vibration and noise in the turbines. Opened up L. P. Mitchell bearing and changed the pads. Opened " " " forward " " " " metals.
- 19 March 1942. Opened up H.P. Mitchell bearing and changed the pads. " " " aft " " " " metals.
- 20 March 1942. Opened up all doors on gear-case and found the oil-pump not turning with the 2nd reduction-gear shaft. Took off the oil-pump and found the driving-mechanism broken. Inspected metals of the 2nd reduction-gear shaft. Inspected and grinded the valves of the oil-pump.
- 21 March 1942. Started with loosening the bolts of both H.P. and L.P. for lifting of the covers. Continued the work on the 20th. Opened up aft-bearing of L.P. turbine. Coupling-bolts taken away from H.P. and L.P. turbines to gear-shafts.
- 22 March 1942. Arrived at Auckland. Lifted H.P. cover and rotor.



S.S. "SINGKEP"

EXTRACT OF ENGINEERS LOG (Cont'd)

All further damage found and work done as mentioned in specifications No. 1 and 2. All repairs carried out under supervision of Lloyd's surveyor at Auckland, N.Z., Mr. W. Richard Smith.

Acting agents: Russel & Somers. Auckland

Repaires: Mason Brothers Eng. Auckland

(Signed)
Chief Engineer

(Signed)
Master

On Vessel's arrival at San Francisco the Owners Representative instructed the Moore Dry Dock Company to open up turbines and remove necessary parts for inspection.

Attending at these Surveys:-

Mr. M. Meeuwig, Representing Owners, New York.
Capt. L.T.M. Ouwerkerk, Representing Owners, San Francisco.
Mr. J. A. Young, Representing Lloyd's Register.
Mr. H. N. Clegg, Representing Lloyd's Agent.
Mr. F. G. Archbold, Representing Lloyd's Agent
Mr. T. C. Warkman, Representing Salvage Association, London.

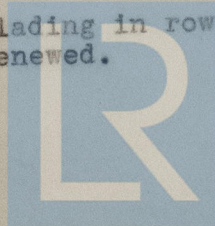
On June 1st, 1942 and subsequent dates while the vessel was lying afloat at this Port, the undersigned made examination with upper halves of H.P. and L. P. turbine casings removed.

FOUND

RECOMMENDED

H.P. Rotor and Stator

- | | |
|---|---------------------------------------|
| (1) H. P. ahead nozzle distorted and wire drawn. | Nozzle to be renewed. |
| (2) 1st and 2nd rows blading of Curtis Wheel distorted. | These rows to be renewed. |
| (3) Stator blades in way of upper and lower casing, and Curtis Wheel, section missing and others distorted. | Blading to be renewed. |
| (4) Rotor blading rows 1 to 6 inclusive, sections missing and others distorted. | Blading in rows 1 to 6 to be renewed. |



S.S. "SINGKEP"

FOUND

RECOMMENDED

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| (5) Reaction blading rows 1 to 6 inclusive, in way of upper and lower halves of casing, sections missing and others distorted. | Blading in rows 1 to 6 to be renewed. |
| (6) Rotor blading in 2nd and 3rd expansions, rows 1 to 7 inclusive, sections missing and others distorted. | Blading in rows 1 to 7 to be renewed. |
| (7) Rotor reaction blading rows 1 to 7 inclusive and in way of upper and lower halves of casing, distorted. | Blading in rows 1 to 7 to be renewed. |
| (8) Blade slots of Curtis Impulse astern disc wheel fractured and distorted. | Astern disc wheel to be renewed. |
| (9) All blading of Curtis astern wheel distorted. | Blading to be renewed. |
| (10) Curtis impulse reaction stator astern blading in way distorted. | Blading to be renewed. |
| (11) Remaining blading in Rotor and Stator more or less chipped. | Remaining blading to be checked and dressed up as found necessary. |
| (12) Rotor and stator blade shrouding more or less damaged. | Shrouding to be renewed or repaired as found necessary. |

L.P. ROTOR and STATOR

- | | |
|---|-----------------------------|
| (13) Blade slots of L.P astern Curtis Wheels fractured and distorted. | Astern wheel to be renewed. |
| (14) Two (2) astern steam nozzles fractured. | Nozzles to be renewed. |
| (15) Two (2) rows of Curtis impulse blades, distorted. | Blading to be renewed. |
| (16) Two (2) rows impulse reaction stator blading in way of upper and lower halves of casing distorted. | Blading to be renewed. |
| (17) 2nd and 3rd rows of astern expansion rotor blades distorted. | Blades to be renewed. |
| (18) 2nd and 3rd rows astern reaction stator blades in way, distorted. | Blading to be renewed. |



S.S. "SINGKEP"

FOUND

RECOMMENDED

- (19) Remaining blading in rotor and stator more or less chipped.

Blading to be checked and dressed up as found necessary.

Further Recommended

- (20) H.P. and L.P. Turbine Rotors on completion of repairs to blading, to be static and dynamic balanced.
- (21) Lubricating oil pumps and driving mechanism to be overhauled and put in good order.
- (22) Block magnesia insulation, metal covers and fastenings in way of turbines and piping to be renewed as found necessary.
- (23) All disturbed parts to be replaced as original.
- (24) Turbines to be closed up and on completion of repairs to be tried out with shafting disconnected and necessary adjustments, made to suit safe speeds.
- (25) Turbines to be given a dock trial all connected up ready for sea.

The above repairs have now been completed to our satisfaction.

NOTE:-

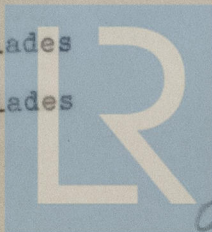
The Moore Dry Dock Company stated that they could not obtain parts without considerable delay, so the Owners agreed to have the Bethlehem Steel Company, (Shipbuilding Division) perform these repairs, for through their Eastern connections the Owners would be able to expediate repairs by obtaining parts through them.

Specifications were drawn up for these repairs and Bethlehem Steel Company submitted a price of THIRTY NINE THOUSAND, FOUR HUNDRED TWENTY 00/100 DOLLARS (\$39,420.00) to carry out repairs as per specification No. 3, but this price is exclusive of new parts such as blading, nozzles, etc., which the Owners supplied.

Cost of same amounted to SIX THOUSAND, NINE HUNDRED THIRTY-FIVE 00/100 (\$6,935.00).

Details of parts supplied by Owners:

- 1224 H.P. Turbine Rotor Blades
- 908 L.P. Turbine Rotor Blades
- 3486 H.P. Turbine Casing Blades
- 1327 L.P. Turbine Casing Blades



S.S. "SINGKEP"

Details of Parts Supplied by Owners (Cont'd)

One (1) H.P. Ahead Nozzle

Two (2) L.P. Astern Nozzles

Necessary locking pieces and shrouding bands for blading.

Additional Damage repairs effected:

Steam separator, steam cleaner and drain valve in way of H.P. turbine, overhauled, cleaned, tested and replaced in good order.

The above repairs were performed by the Moore Dry Dock Company and cost of same THREE HUNDRED AND SEVENTEEN 00/100 DOLLARS (\$317.00); also Emergency Automatic steam shut-off throttle valve overhauled and put in good order. This item was omitted from Specification No.3 and repairs effected by Bethlehem Steel Company; cost of same TWO HUNDRED AND NINETY FOUR 00/100 DOLLARS (\$294.00).

S U M M A R Y

Moore Dry Dock Company opening up turbines	\$ 1,425.00
Moore Dry Dock Company repairs to separator, steam cleaner and valve	317.00
Bethlehem Steel Company as per Specification No.3 including California Sales tax	39,553.55
Bethlehem Steel Company repairs to throttle valve	294.00
Bethlehem Steel Company freight charges for new material	215.51
Owners supplying blading material	6,935.00
Owners tugboats	490.00
Total	\$ 49,230.06

Repairs started by Moore Dry Dock Company, May 29th, 1942.

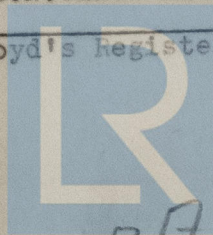
Repairs finished by Moore Dry Dock Company, June 1st, 1942.

Repairs started by Bethlehem Steel Company, June 12th, 1942.

Repairs finished by Bethlehem Steel Company, August 17th, 1942.

(SIGNED) H.N.CLEGG and F.G. ARCHBOLD

Surveyors to Lloyd's Register of Shipping.



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