

COPY.

Lloyd's Register of Shipping.



Port AUCKLAND, N.Z.

27th. APRIL, 1942.

This is to Certify that

WILLIAM RICHARD SMITH

the undersigned Surveyor to this Society did at the request of the MASTER W.F.RAPPANGE and AGENTS RUSSELL & SOMERS LTD. AUCKLAND SURVEY the Steel Sc. Turbine S.S."SINGKEP" 6607 tons gross of Batavia whilst lying afloat at the Western Wharf Auckland to ASCERTAIN the NATURE and EXTENT of DAMAGE alleged to have been sustained on this present voyage No.29 from Surabaya via Ports (Sydney,N.S.W.) fully laden with a cargo of Indian products for U.K.

Departure - Surabaya 19th January, 1942.

Arrival -Sydney, N.S.W., 7th February, 1942.

Departure - Sydney,N.S.W., 12th March, 1942.

Draft on Departure - 27' 6" Fwd.
27' 1" Aft.

Arrived Auckland in tow March 22nd. 1942.

Draft on arrival - 25' 7" Fwd.
25' 7" Aft.

The material facts relating to this case are as follows :-

That on passage from 13th March until 18th March, 1942, heavy weather with high seas and swell was encountered, vessel rolling and pitching, shipping heavy water over all, damaging No.1.Stard.Life-boat, deck pipes and fittings,etc; engines eased down as required, and at 9.18 a.m. on 18th inst. difficulty was experienced with the engine lubricating system, leading to a total breakdown of machinery. On 19th.March,vessel anchored 24 fathoms water after

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that

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SINGKEP"

drifting 26 hours off North Cape, N.Z., and on 20th March, 1942, vessel in tow by the Auckland Harbour Board tug "WILLIAM C. DALDY" and brought in due safety to Auckland and made fast at the Western Wharf at 10.45 a.m. on the 22nd. March, 1942.

For full details see Log Book and Protest.

On 23rd March 1942 and subsequently to even date, the undersigned attended the vessel whilst lying afloat at Auckland and the following are the Findings and Recommendations :

Survey held without prejudice.

F O U N D :

R E C O M M E N D E D :

TQ MACHINERY: (MAIN ENGINES):

TYPE: Turbine H.P. & L.P. Impulse,
Reaction - Parsons Curtis.

Turbines variously damaged
and inoperative.

To be opened out for examination and repairs.

Part permanent and part temporary.

H.P. ROTOR: Evidence of heat and distortion, Rotor shaft Journals and thrust faces scored and damaged.
Blading variously damaged and carried away.

To be machined and faired.

Balance after repairs.

L.P. ROTOR: Similar as above.

To be faired and machined;
Balance after repairs.

H.P. STATOR: Blading damage and housing in way of labyrinth gland cracked.

All to be made good.
Effect temporary repairs.

L.P. STATOR: Blading damaged.

To be made good.
Effect temporary repairs.

GLANDS: H.P. & L.P. Fin Type Labyrinth. All variously damaged and broken, heat fused and scored. Drainage rings broken and damaged.

To be renewed.
Refitted as original.

LUBRICATING OIL PUMP: Pump driving mechanism carried away, where attaching to secondary shaft and also pump attachment deficient, broken and worn. (insufficiency due to wear and tear).

Pump driving attachment to be renewed.
Inspection door to be fitted.

BEARINGS: Main Bearings and Thrust Bearings distorted, heated and damaged, with bearing metal fused and run. Lubricating rings broken and damaged.

Renew and remetal thrust pads;
Renew and remetal main bearings and renew lubricating devices. All as found necessary.
Effect permanent repairs.

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FOUND (continued)BLADING: (Ahead and Astern)

H.P. & L.P. Rotor and Stator blading variously damaged, bent and broken, shrouding loosened, tip and edge contact, blades carried away and damaged.

ASTERN NOZZLES:

H.P. Astern Nozzle and fastenings broken and carried away.

BROKEN BLADING AND LOOSE METAL IN TURBINES AND CASINGS:TURBINE BLADING:

H.P. Reaction blading,
H.P. Astern Blading and Curtis wheel,
L.P. Astern Impulse blading,
all variously damaged.

NOTE: Facilities for renewing and reblading turbines not available or procurable within a reasonable space of time at this Port.

MISCELLANEOUS DAMAGE AND REPAIRS:

Circulating Water Stop Valve broken.

DECK MACHINERY REPAIRS:

Lifeboat Davit bracket broken.

Deck Pipes & Fittings variously broken, etc.

TURBINE LUBRICATING OIL:

Variously deteriorated and damaged, with foreign matter in system, also heat damage.

LAGGING AND BRIGHT STEEL SHEATHING:

All in way of repairs.

RECOMMENDED (Continued)

Temporary repairs be effected by means of removing all damaged rows of blades, and put back rotors in working order.

To be renewed.

Permanent repair.

All to be cleared and cleaned.

Further recommendations after examination and temporary repairs at Auckland, N.Z.

Permanent repairs to be effected at Owner's first convenience on arrival at a Port in U.S.A. with the necessary repair facilities.

All turbine blading in Rotors and Stators to be further examined for condition and damage.

All defective and/or damaged blading to be made good.

Recommend renewal.

Drawings and photostats to be forwarded as required for repair purposes.

To be repaired.

To be repaired.

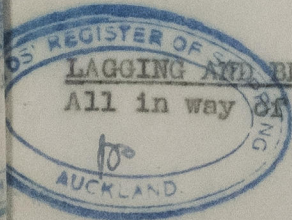
To be made good.

To be replaced.

Dispose of the used oil to the best advantage.

To remove and replace after repairs.

TESTS: Machinery to be tested under working conditions and a harbour trial carried out after repairs.



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S U M M A R Y :

This vessel arrived after a successful tow by the Auckland Harbour Board's Tug "WILLIAM C. DALDY" with the turbine machinery broken down. The voyage from Sydney to Auckland was accomplished under a difficult set of circumstances, bad weather and engine failure. Upon examination at this Port it was discovered that the failure of the engine was brought about by the break-down of the driving mechanism attaching the main lubricating pump to the secondary gear shaft whence its power was derived. The turbines were rendered entirely inoperative, as see foregoing Findings and Recommendations.

The Master displayed skill and seamanship in bringing the vessel to a safe anchorage and obtaining the necessary assistance to make port. The services of the tug were requisitioned on a cost of towage basis.

Every assistance was rendered by the Ship's staff in order to minimise expense and avoid delay.

All the foregoing recommendations were found necessary in order to reinstate the machinery in a safe working condition after completing repairs as set out and in order to let the vessel proceed on her voyage via U.S.A. for permanent repairs.

A Certificate of even date granted.

27th.

DATED at AUCKLAND this

day of APRIL, 1942.

(SIGNED)

W. Richard Smith

(W. RICHARD SMITH)

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SURVEYOR TO LLOYD'S REGISTER.



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