

Rpt. 9

Date of writing report 21st June 1957

Survey held at Yokohama

WRECK  
SECTION

Received London

No. of visits 2

26 JUN 1957

Port YOKOHAMA

No. 2300

First date 2nd April

Last date 20th June 1957

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 80642 Name M.V. "TJISONDARI" N.V.  
Owners Koninklijke Java-China Paketv Lijnen Managers -  
Engines made Sunderland By W. Doxford & Sons Ltd. Type Doxford  
Gross tons 5441 Date of build 9 - 1926  
Port of Registry Amsterdam

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers - W.P. -  
No. of Aux./Donkey Boilers 1 W.P. 120LB (db (upr) 10LB)

Surveyed Afloat or in Dry Dock afloat  
Nature of Survey Interim  
Was Damage Report issued? No Int. Cert. Yes  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book		Hull	Machinery
+	100 AL	+	LMC
	with Fbd carrying oil fuel kero-		CS 5/52
	sene FP above 150°F in FWD & AFTS		d 5/56
	& DTS		CL 9/54
	SS Sws (DR) 5/52		
	Dkg. 5/56		

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
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides Side Centre
- 4 Crankpins & Bearings Side Centre
- 5 Journals & Bearings

## 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

- 16 Casings, Rotors, Blading, Bearings & Thrusts

## EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

## STEAM COMPRESSORS

## CLUTCHES & HYDRAULIC COUPLINGS

## REDUCTION GEARING

## THRUST BLOCKS, SHAFTS & BEARINGS

## INTERMEDIATE SHAFTS & BEARINGS

## HOLDING DOWN BOLTS & CHOCKS

## CONDENSERS (MAIN & AUX.)

## STEAM RE-HEATERS

## DE-SUPERHEATERS

## STOP & MANOEUVRING VALVES

## MAIN ENGINE DRIVEN PUMPS

## CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, so far as now seen, is eligible in my opinion to remain as now classed, without fresh record of survey, and subject to the Main Engine crankshaft being specially examined and repaired as necessary on the vessels arrival at Hong Kong to which port she is proceeding direct.

Date of Committee Decision

TUESDAY - 9 JUL 1957

Deferred

Noted for Head

50m, 6, 56. T. (MADE AND PRINTED IN ENGLAND)

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

010783-010790-0259



32 Essential Independent Pumps (Identify by position) .....  
33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls .....  
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? .....  
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 Evaporators ..... 43 Have Evaporator Safety Valves been tested under steam? .....  
44 Steering Machinery ..... 45 Windlass ..... 46 Fire Extinguishing Arrangements .....

AUXILIARY ENGINES (Identify by position) .....

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

At the request of the Owners Representative attended on board and examined Main Engine crankshaft webs.

No.1 Unit Centre aft web found fractured at edge of web in way of balance weights, the fracture appears to originate at securing stud hole, running through the welding of the balance weight to the web, to the edge of the web.

No.2 Unit Centre forward web, and No.3 Unit forward and aft webs show similar fractures.

A recommendation was made for these webs to be renewed, but as this work could not be undertaken economically in the Far East, the Owners decided to sell the vessel for scrap in Hong Kong, Accordingly an Interim Certificate was issued for this voyage only.

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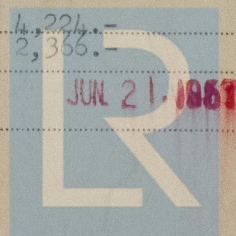
Survey fees ... ¥ 15,000.-

Damage fee ...

Expenses... ¥ 1,500.-

Cable Expenses Yka. ¥ 4,224.-  
Lon. ¥ 2,366.-

Date when A/c rendered



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It is submitted that action in this case be deemed searching repairs.

4/7/57