

Rpt. 9

Date of writing report 21st June 1957

Survey held at Yokohama

WRECK SECTION

26 JUN 1957

Received London

Port YOKOHAMA

No. 2300

No. of visits 2

First date 2nd April

Last date 20th June 1957

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 80642 Name ^{S.S.} "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) (db (upr) 40)

Records of Survey & Special Notations as per Register Book

	Hull	Machinery
Surveyed Afloat or in Dry Dock	afloat	
Nature of Survey	Interim	
Was Damage Report issued?	No	Yes
Last Report (For Head Office only)		
	+ 100 Al with Fbd carrying oil fuel kero- sene FP above 150°F in FWD & AFTS & DTS SS Sws (DR) 5/52 Dkg. 5/56	+ LMC CS 5/52 d 5/56 CL 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 Wear Down of Stern Bushes Oil Glands Sea Connections
 Fastenings Has Screwshaft/Tubshaft 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

- 18 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

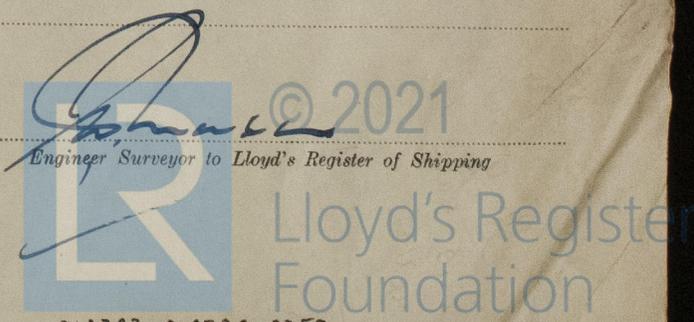
CRANECASE DOORS & EXPLOSION RELIEF DEVICES

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 **Deferred**

TUESDAY - 9 JUL 1957

Have Main Engines been tested working and manoeuvring?
 50m, 6,50. T. (MADE AND PRINTED IN ENGLAND)



010783-010790-0259

If certificate is required state where to be sent.

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?

36 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.

It is submitted that action in this case be deemed necessary repairs.
JH
4/7/57

LEAVE THIS SPACE BLANK

Survey fees £ 15,000.-

Damage fee £ 1,500.-

Expenses... ..

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

Date when A/c rendered.....

