

Rpt. 9

Date of writing report 24-5-56.
Survey held at SINGAPORE

Received London
No. of visits 8

Port SINGAPORE.
First date 4-5-56

11 JUN 1956

No. 11328
Last date 21-5-56

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 34286 Name M.V. 'TJISONDARI' (EX 'SILVERASH') Gross tons 5447 Date of build 1926-9.
Owners KONINKL. JAVO-CHINA PAKETV. WISEN N.V. Managers Port of Registry AMSTERDAM.
Engines made 1926 By WM. DOXFORD & SONS LTD. SUNDERLAND. Type Oil Eng. 2 SA. 4 CYL.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 W.P. 1075
No. of Aux. Donkey Boilers 2 W.P. 10615
Surveyed Afloat or in Dry Dock BOTH.
Nature of Survey PKG. CS. DBS.
Was Damage Report issued? Int. Cert.? YES.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull
* 100 AI with freeboard
carrying oil fuel or kerosene F.P.
above 1500F in fwd & A.P.T. & P.T.s.
8,55
SS SHS (PC) 5,52.

Machinery
* LMC CS 5,52.
DBS 4,53
TSC 9,54
* LLO/DS RMC.
* NDB (UPP) 40.

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 port 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 GOOD Wear Down of Stern Bushes Oil Glands Sea Connections GOOD
Fastenings GOOD Has Screwshaft/Tubeshaft been drawn? NO. 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 No. 1 GOOD
2 Valves & Gears No. 1 GOOD
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre No. 1 GOOD
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
17 SUPERCHARGERS

MAIN TURBINES
18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
20 STEAM COMPRESSORS
21 CLUTCHES & HYDRAULIC COUPLINGS
22 REDUCTION GEARING
23 THRUST BLOCKS, SHAFTS & BEARINGS
24 INTERMEDIATE SHAFTS & BEARINGS †
25 HOLDING DOWN BOLTS & CHOCKS
26 CONDENSERS (MAIN & AUX.) GOOD
27 STEAM RE-HEATERS
28 DE-SUPERHEATERS
29 STOP & MANOEUVRING VALVES
30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES Have Main Engines been tested working and manoeuvring? YES.

OPINION OF MACHINERY AND RECOMMENDATIONS
The machinery of this vessel, so far as now seen, is in safe working condition eligible in my opinion to remain as classed with fresh record of DBS 5,56 now and * LMC CS with date when the survey has been completed subject to the upper donkey boiler not being used until repaired as previously recommended and to Nos 2, 5 & 7 intermediate shaft bearings being examined and dealt with as found necessary by 5,54 (12 mos. limit).

Date of Committee TUESDAY 17 JUL 1956
Decision Deferred for 4 mos. As now, subject to DBS 5,56

32 Essential Independent Pumps (Identify by position) PORT BALLAST. GOOD.
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 JACKET & PISTON. GOOD (H.T.) 36 Lub. Oil Coolers GOOD (H.T.) 37 Heaters (state service)
38 Independent Air Compressors, Coolers & Safety Devices. STD. INBD. GOOD.
39 Air Receivers & Safety devices—Main PE S (MAIN ENG) SERVICE. GOOD. 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) NO. 3 (PORT AFT) DIESEL GENERATOR (45KW) GOOD.

PROPULSION		ELECTRICAL EQUIPMENT	
PORT	STARBOARD		AUXILIARY EQUIPMENT
a Generators			l Generators & Governors. GOOD
b Exciters			
c Air Coolers			m Motors. GOOD
d Motors			
e Air Coolers			n Switchboards & Fittings. GOOD
f Control Gear, Cables, etc.			o Circuit Breakers. GOOD
g Insulation Resistance			p Cables. GOOD
h Insulating Oil Test			q Insulation Resistance. GOOD
i Overspeed Governors			r Steering Gear Generators and Motors. GOOD
j Magnetic Couplings			s Navigation Light Indicators. GOOD
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)
MAIN
Superheaters
Safety Valves
Mountings, Doors & Fastenings
Safety Valves Adjusted to { Sat.
Spt.
Boiler Securing Arrangements
Main Economisers
Steam Heated Steam Generators
Were Oil Burning System & Remote Controls examined working in accordance with Rules? YES
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel GOOD.
AUXILIARY, DONKEY or PRESS UPPER + COCHRANE (LOWER) GOOD (HYD TEST) 15-5-56.
GOOD
GOOD
106 TS 11"
GOOD
Exhaust Gas Heated Economisers
Steam Generator Safety Valves Adjusted to
Forced Circulating Pumps
Funnel GOOD.

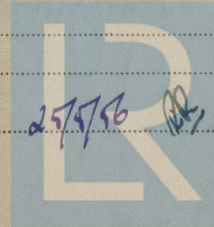
EXAMINATION & TESTING OF STEAM PIPES (State material)
Main
Were Copper Pipes annealed?
Auxiliary (over 3 in. bore)
Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

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)

WEAR & TEAR REPAIRS.
No. 1 cylinder liner worn, renewed - marked 1101DS 4-2-41. W.H.F. 19460.
Auxiliary condenser tubes thin & corroded, renewed.
framing in gap throat of D.B. cut out & electrically welded.
+ Post 2, 5 & 7 intermediate shaft bearings found hammered and white metal shearing and cracked. Shaft couplings fastened and alignment checked and found satisfactory. It is recommended that these bearings be further examined and dealt with as found necessary at the completion of SS. (12 months) meantime considered efficient.
the Dutch boiler authorities are stated to have asked the Owners to reduce the pressure on the lower D.B. as they have no record of the tensile strength of the boiler steel.
the Owners agreed to this request & consequently the safety valves were adjusted to 106 TS 11". The boiler was stripped of lagging and hydraulically tested.
CONDITION OF CLASS
+ the upper donkey boiler remains blanked off and the Owners rep. states it will not be used.

LEAVE THIS SPACE BLANK

Survey fees \$ 150. R.C.S.
\$ 80 DBS.
\$ 300 Elec. 225 KW.
Damage fee
Expenses... \$ 15
Date when A/c rendered 27/5/56



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