

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

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Writing Report 28th Nov. 1952. When handed in at Local Office 1952. Port of DJAKARTA.

Survey held at Tandjong Priok. Date. First Survey 24th Oct. Last Survey 13th Nov. 1952 (No. of Visits 3)

on the Machinery of the ~~Wood, Iron or Steel~~ m.s. "BANGO".

Gross 250 Vessel built at Sliedrecht By whom NV. Schpsb. en Machfab. "De Klop" When -- --
Net -- Engines made at Amsterdam By whom Werkspoor N.V. When -- --
Boilers, when made (Main) -- (Donkey) --
Owners Republik Indonesia Serikat. Owners' Address Djakarta.
(if not already recorded in Appendix to Register Book.)
Managers Port Voyage

If Surveyed Afloat or in Dry Dock In drydock
(State name of Dock.) Droogdok My. "Tandjong Priok"

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A1 (Class contemplated).		
For restricted service.		

Port No. Port
Terms of Examination and Repairs (if any) Condition.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides in the body of the report, should be briefly summarised at the end of the report. State also the dates and any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Has a report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time?

For what reasons? What parts of the Boilers could not be thus thoroughly examined?

What means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State date of internal examination of each boiler. Present condition of funnel(s).

Did the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the shaft now been drawn and examined? No. Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the shaft.

Is the electric light and/or power fitted? Yes. If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? State the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. complete.

Were the Main Boilers placed in drydock. Propeller, outside fastenings and seaconnections examined and found or not in good condition.

State the reason due to wear and tear:

The blade of the bronze propeller badly cracked in various places.

Work was ordered and now carried out the fitting of a new spare 4 bladed bronze propeller (marked Lloyds 8 A.v.H. 23-3-152).

On the completion of the survey examined the machinery under full working conditions and found in good order and manouvring order.

Observations, Opinion, and Recommendation. —

State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, LMC 9,11 or C 140 lb., FD, &c.)

The machinery of this vessel is in good condition and eligible in my opinion to be continued as is.

Signature of Surveyor

Date: TUES. 6 JAN 1953

Signature of Engineer

Signature of Surveyor



Insert Character of Ship and Machinery precisely as in the Register Book.

Vertical text on the left margin, including 'LLOYD'S REGISTER' and other markings.

See minute on P.E. mch. rpt Ref 35488

Noted

AMU

30-12-52



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