

NOV 1962

Rpt. 9

Date of writing report 7/10/62 Received London Port DJAKARTA No. 6048  
Survey held at Tandjung Priok No. of visits 1 First and Last date 7/10/62

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in E.B. 85223 Name M.V. "TIRTONADI" Gross tons 251 Date of build 5-1958  
Owners Republik Indonesia Managers P.T.Pel.Djawa Kalimantan Port of Registry Djakarta  
Engines made 1950 By Crossley Bros.Ltd. Type Oil Eng. 2SA 4Cy. Crossley  
Fitted 5.58 No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock Afloat  
Nature of Survey G.E.  
Was Damage Report issued? - Int. Cert.? Yes  
Last Report (For Head Office only)

Hull	Machinery
100 AI Indonesian	↓LMC 5.58
Archipelago service	OG 4.61
Dkg. 4.61	E made 50 fitted 5.58
Mchy. aft.	

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

1 Cyls., Covers, Pistons & Rods.....  
 2 Connecting Rods & Top Ends.....  
 3 Crankpins & Bearings.....  
 4 Journals & Bearings.....  
 5 Levers.....

6 SCAVENGE BLOWERS.....  
 7 SUPERCHARGERS.....

MAIN TURBINES

8 Casings, Rotors, Blading, Bearings & Thrusts.....

9 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES).....  
 10 STEAM COMPRESSORS.....

GLUTCHES & 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 in good and safe working condition and eligible, in my opinion to be continued as classed without fresh record of survey.

Date of Committee TUESDAY 20 NOV 1962  
Decision Deferred for comp CSN  
Rmt.

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Engineer Surveyor to Lloyd's Register of Shipping  
Foundation  
012744-012751-0072

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? .....
- 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) .....

PROPULSION	ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT
	PORT	STARBOARD	
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)

For G.E. (Now Done):-

The main engine No 1 Unit was now adrift as well as the M.E. attached circulating and bilge pumps; and these were found in good order.

It was ascertained from the Log Books and C.E. that the Main and auxiliary machinery had worked well since the previous dry docking; and seen externally were in good order.

The bilge pumping arrangements had also worked well during the preceding voyages.

The megger readings of the electrical installation were reported to be in good order.

It is recommended in the circumstances that favourable consideration be given to the Special Survey, due May 1962, be postponed until May 1963.

LEAVE THIS SPACE BLANK

Survey fees ... Rp. 3,370  
10% Govt. Tax ... 337

Damage fee ...  
Expenses... Rp. 3,707

Date when A/c rendered 2/10/62

