

Rpt. 9

Date of writing report 29th Oct. 1959
Survey held at TANDJONG PRIOK

Received London
No. of visits 25

Port DJA KARTA No. 5660
First date 13 April Last date 9 Oct. 1959

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 32517 S.S. - m.v. "TANDJUNG TORAWITAN" Gross tons 1712 Date of build 1951
Owners REPUBLIK INDONESIA Managers P.E.L.N.I. Port of Registry DJA KARTA
Engines made 1951 By WERKSPoor, N.V., AMSTERDAM Type OIL ENG. 8 CYL. 4 SA

No. of Main Engines 1 No. of Screws 1

No. of Main Boilers - - - - - W.P. - - - - -

No. of Aux./Donkey Boilers 1 W.P. 100LB

Surveyed Afloat or in Dry Dock BOTH

Nature of Survey CLASS, DKG, TS, ES, DBS

Was Damage Report issued? (YES) Int. Cert.? YES

Last Report (For Head Office only) NO

Records of Survey & Special Notations as per Register Book

Hull

Machinery

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 GOOD Wear Down of Stern Bushes CLOSE FIT Oil Glands - - - - - Sea Connections GOOD

Fastenings GOOD Has Screwshaft Tubeshaft been drawn? YES Date of Examination 11 AUG Has Shaft been changed? NO

Has Shaft now fitted been previously used? - - - - - Has Shaft now examined/fitted a continuous liner? YES Approved oil gland? NO

MAIN ENGINES (Recip. Steam or I.C.)

1 Cyls., Covers, Pistons XXXX ALL - GOOD

2 Valves & Gears XXXX ALL - GOOD

3 Connecting Rods, Top Ends & Guides XXXX ALL - GOOD

4 Crankpins & Bearings XXXX ALL - GOOD

5 Journals & Bearings XXXX ALL - GOOD

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods NONE

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 NONE

12 Connecting Rods & Top Ends - - - - -

13 Crankpins & Bearings - - - - -

14 Journals & Bearings - - - - -

15 Levers - - - - -

16 SCAVENGE BLOWERS NONE

17 SUPERCHARGERS GOOD

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts NONE

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES) - - - - -

20 STEAM COMPRESSORS - - - - -

21 CLUTCHES & HYDRAULIC COUPLINGS - - - - -

22 REDUCTION GEARING GOOD

23 THRUST BLOCKS, SHAFTS & BEARINGS GOOD

24 INTERMEDIATE SHAFTS & BEARINGS GOOD

25 HOLDING DOWN BOLTS & CHOCKS GOOD

26 CONDENSERS (MAIN & AUX.) (AUX. ONLY) GOOD

27 STEAM RE-HEATERS - - - - -

28 DE-SUPERHEATERS - - - - -

29 STOP & MANOEUVRING VALVES - - - - -

30 MAIN ENGINE DRIVEN PUMPS NONE LUB. OIL PUMP ON M.E. REDUCTION GEARING - GOOD

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES GOOD 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 eligible in my opinion to remain as Classed with this Society & LMC 10, 59; TS (CL) 8, 59 and ES 10, 59, subject to the Donkey Boiler not being used until Surveyed until its safety valves adjusted. No, the boiler has been surveyed at this time, see endorsement

NOTE: Main engine not to be operated continuously below 90 engine RPM with either the working or spare propeller fitted.

Date of Committee FRIDAY 11 DEC 1959

Decision

32 Essential Independent Pumps (Identify by position) BALLST. (FORD.S); BILGE/GS (AFT.S); ME. SW (MIDL.S); ME. FW (INBS.S); FIRE/FW (AFT.P); FIRE/DK (OUTBD.S) LUB. OILGEARING (P); BOTH ME; LUB OIL; BOTH OF TRANSFER; BOTH FEED; STM OF TRANSFER

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls. GOOD
34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? YES

35 Fresh Water Coolers. GOOD (TESTED) 36 Lub. Oil Coolers. GOOD (TESTED) 37 Heaters (state service) -----
38 Independent Air Compressors, Coolers & Safety Devices. GOOD
39 Air Receivers & Safety devices—Main. GOOD 40 Auxiliary. GOOD
41 Oil Fuel Tanks (Not forming part of hull structure). GOOD
42 Evaporators. NONE 43 Have Evaporator Safety Valves been tested under steam? -----
44 Steering Machinery. GOOD 45 Windlass. GOOD 46 Fire Extinguishing Arrangements. GOOD

AUXILIARY ENGINES (Identify by position) ALL FORWD. OUTBD. (65 KW), FORD. INBD. (65 KW); AFT. OUTBD. (65 KW), AND AFT. INBD. (18 KW)

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

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN ----- AUXILIARY, DONKEY or PRESS. DONKEY GOOD
8 JULY 1959
Superheaters ----- GOOD
Safety Valves ----- GOOD
Mountings, Doors & Fastenings ----- NOT ADJUSTED
Safety Valves Adjusted to Sat. ----- NONE
Spt. ----- GOOD
Boiler Securing Arrangements -----
Main Economisers ----- Exhaust Gas Heated Economisers -----
Steam Heated Steam Generators ----- Steam Generator Safety Valves Adjusted to -----
Remote Controls examined working in accordance with Rules? YES Forced Circulating Pumps -----
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? ----- Funnel GOOD

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)

Please see London letter 22nd Sept. 1958, Eng. Etc;

Report 4 b attached

Report 13 attached

CLASSIFICATION REQUIREMENTS: All Classification Requirements found, or played in accordance with London letters, approved plans, and approved/amended plans: 6379, 9069, 17715A, 18314A, 22579, 22580F and 18316F.

Please see Report 8 regarding approved/amended plans 17714A, 18182C and 22190.

MAING ENGINE: All the fittings etc; required for running the main engine on heavy oil are fitted but are not being used, the engine being run on Diesel Oil.

DONKEY BOILER: The donkey Boiler Survey has been carried out, the safety valves have not been adjusted.

The boiler has not been used since the vessel has been operated by the Indonesian Authorities, and is not intended to be used in the future.

The manhole door has been removed and placed in the Company's Store.

It is recommended that the Donkey Boiler is not used until

-----PLEASE SEE CONTINUATION SHEET-----

Survey fees CLASS & ES 23,200.==
TS 1,000.==
DBS 1,400.==
ELECT. 10,000.==

Damage fee ... 500.==
Expenses ...

Date when A/c rendered

Rpt. 9a

Port of DJAKARTA

Continuation of Report No. 5660

dated 29th October 1959

4 NOV 1959 on the

m.v. "TANDJUNG TORAWITAN" (MACHY)

Surveyed and its safety valves adjusted.

REPAIRS (W & T): Sternbushes rewooded

Aft. inbd. auxiliary engine: All three pistons and gudgeon pins with their bushes renewed; all main bearings remetalled.

F.W; Cooling pump impellor clearance rings renewed

Ballast pump impeller clearance rings renewed.

Both scrolls renewed on bilge pump.

Both buckets renewed on both feed pumps.

DEFECTS (UNKNOWN ORIGIN): Horizontal webs of "A" frames at Nos. 6, 8 and 9 main

bearings broken/fractured in way of brackets for P.C.W. assembly, and previously repaired.

Original repairs dismatted.

Horizontal webs dressed up in way of damage.

New fabricated steel insert sections made, fitted and secured to A frame members by fitted bolts.

It is recommended that this be noted in the SRLA as:-

"A frames at Nos. 6, 8 and 9 main bearings repaired in way of brackets for P.C.W. assembly".

J.A. Boater.
(J.A. Boater).

Surveyor to Lloyd's Register
of Shipping.