

# Report of Survey for Repairs, &c., of Engines and Boilers

Received at London Office

Date of writing Report 6 March 1944 When handed in at Local Office 6 March 1944

Port of MELBOURNE

No. in Reg. Book 715 Survey held at Melbourne Date: First Survey 29 Feb Last Survey 2 March 1944  
(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S.S. "TJISALAK"  
Gross 5487 Vessel built at Amsterdam By whom J. van der Schueren When 1917-3  
Net 3614 Engines made at do. By whom Werkspoor When "  
Main Boilers 3 Boilers, when made (Main) 1917 (Donkey) "  
Donkey Boilers 1 Owners Indo-China-Japan Owners' Address "  
Pressure 180 lb Managers do. (if not already recorded in Appendix to Register Book.)  
Key Boilers 1 If Surveyed Afloat or in Dry Dock Afloat Port Salavua Voyage "

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>F 100 A 1</u>	<u>5.4.3</u>	<u>Examine 12.42</u>
<u>S.S. No. 2 34</u>	<u>7.2.20</u>	<u>N. 11, 42</u>
<u>S.S. Sba No 3-7, 29</u>	<u>Examined 12.42</u>	<u>Carrying molasses in deck tank</u>
		<u>Fitted for oil fuel 3.17 F.P. above</u>
		<u>150° F.</u>

Report No. Exam of Crankshaft part B.S. Port "

Particulars of Examination and Repairs (if any) and general Examination.

Special 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 account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases 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 damage report made by anyone else? If so, by whom? "

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes - Port Boilers.

Did the Surveyor personally go inside each Donkey Boiler? "

Were any parts of the Boilers could not thus be thoroughly examined? "

Were special 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? "

What was the date of internal examination of each boiler? Port Boilers 2/3/44 Present condition of funnel(s) "

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes - Port Boilers To what pressure were they afterwards adjusted under steam? Not adjusted

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

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

Has the shaft now been drawn and examined? " Is it fitted with continuous liner? " Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? "

Has the shaft ever been changed? " If so, state reasons "

Has the shaft now fitted been previously used? " Has it a continuous liner? " Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? "

Was an examination of Screw Shaft " State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft "

Were the parts, when referred to by numbers, should be counted from forward. " Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Were the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Not tested

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

Remarks: The centre and starboard boilers to be surveyed and all safety valves to be adjusted.

In S.R. Dist: Ex. crankshaft main bearings by 3.44 (12 mo. limit) - see crank shaft

and top halves of main bearings examined and found in good condition.

End of shaft in main bearings checked by bridge gauge and found satisfactory.

Chief Engineer stated that no trouble has been experienced with main bearings during the past twelve months. It is recommended that crank

shaft main bearings be examined again at next General Examination.

Port boilers examined internally and externally with mountings found in good condition.

Examination: The Chief Engineer stated that since the last - P.T.O. -

Observations, Opinion, and Recommendation: This vessel's machinery is in good condition

and 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 also any

alterations required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B&M.S. 9,11, L.M.C. 9,11, or

140 lb., F.D., &c.)

My opinion is eligible for record of "Examined 2.44" to be made in the

Register Book subject to crank shaft main bearings being examined at next

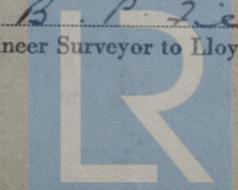
Examination. Record of B.S. 3.44 to be deferred for completion of

Section 29)	£ 4 : 4 : 0	Fees applied for,
or Repair Fee (if any)	£ :	4/3/1944 B.P.
Section 29.)	£ :	Received by me,
ases (if chargeable)	£ :	19

B. P. Fielders  
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 23 JUN 1944

As now subject



Lloyd's Register Foundation

W265-0128

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

Is a Certificate required? If so, to be sent to

G. E. held. B1 due 244 per hold

Kind Crank shaft & top main bearings  
examined & survey recommended  
a further examination at next

G. E.  
✓

Examined 244

will be eligible for B1/244  
on completion.

Subject matter  
recommended.

Subsequently much  
by the evening

19/6/44

General Examination, all main engine cylinders, pistons and rings,  
valves, shafts and spindles, both Lewis feed pumps, circulating,  
ballast and air pumps have been opened for overhauled and  
all machinery has given satisfactory service. He stated that  
the only known defect requiring repair at present was that  
some nuts on main engine holding down studs, in No 4 D.B. tank  
were loose and these have now been renewed.  
The machinery and auxiliaries now examined externally  
and under working conditions and found in good working order.  
Electrical Installation: Megger test was carried out as per Interim  
Certificate issued at New York on the 20th November 1942.  
The installation now generally examined and found in  
good condition and circuits not overloaded.  
Dynamometer found clean, commutators and brush gear in good order,  
and governing satisfactory. The installation seen working  
satisfactorily.

