

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

(Received at London Office. 1-7 MAY 1942)

Date of writing Report 24th Dec. 1941 When handed in at Local Office 19 Port of SOURABAYA, JAVA.

No. in Reg. Book. 84912. Survey held at Sourabaya, Drydock Company Date. First Survey and Last Survey 21st Dec. 1941.
(No. of Visits 1)

on the Machinery of the ~~Head, Iron~~ Steel SC. SS. "TJISAROE" Year. Month. 1926 1

Tonnage { Gross 7089 Vessel built at Amsterdam By whom Nederl. Schps. Maats. When 1926 1
Net 4394 Engines made at Amsterdam By whom Werkspoor When 1926

Nominal Horse Power 769 Boilers, when made (Main) 1926 (Donkey) --

No. of Main Boilers 4 Owners JAVA CHINA JAPAN LIJN Owners' Address -
(if not already recorded in Appendix to Register Book.)
Managers - Port BATAVIA Voyage -

No. of Donkey Boilers - Steam Pressure in Main Boilers 220 lbs If Surveyed Afloat or in Dry Dock in dock
(State name of Dock.) "Soerabaia"

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

Last Report No. - Port - Cond., (Gen. Exam) +100A1.w.free-board. 2.41.9.41

Particulars of Examination and Repairs (if any) Cond., (Gen. Exam)
(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, 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 besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

In damage 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 -

Was 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? no.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? none.

If this was not done, state for what reasons Boilers already surveyed, please see Sba. report No. 4456a.

And what parts of the Boilers could not be thus thoroughly examined? -

Also what 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? -

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

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

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? -, 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 screw shaft now been drawn and examined? no 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 shaft now been changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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? -

State date of examination of Screw Shaft - State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft wear 3 m/m

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted -

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

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

Vessel placed in drydock, Propeller, sternbush and outside fastenings examined and found in good condition.

Vessel placed in drydock, Propeller, sternbush and outside fastenings examined and found in good condition.

General 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 also any alteration 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, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)

Vessel to remain as classed, without fresh record of survey.

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Survey Fee (per Section 29) F. 15.00. Fees applied for 23/12/41.

Special Damage or Repair Fee (if any) £ :

Travelling expenses (if chargeable) £ : Received by me, 23/12/41.

Committee's Minute FRI. 22 MAY 1942

Assigned As now

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping
Lloyd's Register Foundation
008634-008640-0006

If so, is the Report sent now, or when will it be sent?

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

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

It is submitted that
this case is eligible to
receive a grant
GRANT

(not a casualty)

DA

2/5/42



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