

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

(Received at London Office)

- 8 JAN 1942

Date of writing Report 8th Sept. 19 41 When handed in at Local Office

Port of SOURABAYA, JAVA.

No. in Reg. Book. 84912. Survey held at Sourabaya, Drydock Company Date, First Survey 22nd Aug. Last Survey 4th Sept. 19 41 (No. of Visits 4)

Tonnage } Gross 7089. Net 4394. Vessel built at Amsterdam By whom Nederl. Schps. Maats. Engines made at Amsterdam By whom Werkspoor (Donkey) none Boilers, when made (Main) 1926 Owners' Address Java China Japan Lijn, Port BATAVIA Voyage Managers - If Surveyed Afloat or in Dry Dock both "Soerabaia"

Last Report No. 4422(BS) Port Sourabaya.

Particulars of Examination and Repairs (if any) Cond. & Compl. BS

(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? Yes, see report.

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

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? Other boilers already surveyed, please see Sba. Rpts. Nos. 4349, 4385a & 4422.

And what parts of the Boilers could not be thus thoroughly examined? All parts opened out.

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts of each Boiler?

State latest date of internal examination of each boiler 25/8/41, on Port after blr only. Present condition of funnel good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes, see report To what pressure were they afterwards adjusted under steam? 220 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? none To what pressure were they afterwards adjusted under steam? none.

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Donkey Boilers? none. , and of the Donkey Boilers? "

Did the Surveyor examine the drain plugs of the Main Boilers? Yes, see report , and of the Donkey Boilers? "

Did the Surveyor examine all the mountings of the Main Boilers? Yes, see report , and of the Donkey Boilers? "

Has 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 2 1/2 m/m Is electric light and/or power fitted? -

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

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.

Examined port after boiler, internally and externally with mountings, safety valves, doors and their fastenings and found in good condition.

Safety valves of all boilers adjusted under steam pressure.

Government examination also held.

The oil burning installation has been put in use again, upon completion examined, tested and found in good working 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, H.S. 9, 11, H.S.M.S. 9, 11, & L.M.C. 9, 11, or *L.M.C. 140 lb., F.D., &c.)

*L.M.C. CS 3, 3A, Vessel to remain as classed, with fresh record of BS. 3.41, as previously recommended.

Survey Fee (per Section 29) E. 100,00 Fees applied for 5/9/41.

Special Damage or Repair Fee (if any) (per Section 29.) Latefee. F. 10,00 Received by me, 6/9/41.

Travelling expenses (if chargeable) E. 10,00

Committee's Minute Assigned BS 3.41

TUE. 27 JAN 1942

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008634-008640-0011

