

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

(Received at London Office)

- 8 JAN 1942

Port of SOURABAYA, JAVA.

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

19

Date, First Survey 22nd Aug. Last Survey 4th Sept. 19 41

(No. of Visits 4)

No. in Reg. Book. 84912. Survey held at Sourabaya, Drydock Company on the Machinery of the Wood-Iron or Steel SC. SS. "TJISAROE" A

Year. Month.

When 1926 1

When 1926

Tonnage } Gross 7089.  
          } Net 4394.  
Nominal Horse Power 769.  
No. of Main Boilers 4 (W) Vessel built at Amsterdam By whom Nederl. Schps. Maats.  
Engines made at Amsterdam By whom Werkspoor  
Boilers, when made (Main) 1926 (Donkey) none  
Owners Java China Japan Lijn, Owners' Address  
Managers - Port BATAVIA Voyage  
Steam Pressure in Main Boilers 220 lbs If Surveyed Afloat or in Dry Dock both "Soerabaia"  
in Donkey Boilers -

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER.  
\* for Special Survey  
Date of last Survey and of Periodical Survey.Years  
elapsed  
now  
expired.Machinery and Boiler  
Survey  
(Including date of N.B., if any).+100A1.w, free-  
board. 4-402. 4/1  
ssSba.No.3-10,37+LMC.MS.10.37  
BS. 2.40.Fit-  
ted for oil  
fuel 1,26 F.P.  
above 150°F.  
TS.CL. 4.40.  
2Stm Turbines

Last Report No. 4422(BS) Port Sourabaya.

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

(Periodical Surveys, when held, must be reported in detail and serially 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.

If this was not done, state for what reasons? Other boilers already surveyed, please see Sba.Rpts.Nos.4349, 4385a &amp; 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 the drain plugs of the Main Boilers? none , 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 electric light and/or power fitted?

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

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? Survey completed.

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

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, &amp;c.; thus, for example, H.S. 9,11, H.S.M.S. 9,11, &amp; L.M.C. 9,11, or

\*LMC 140 lb., P.D., &amp;c.)

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.

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Lloyd's Register

008634-008640-0011



BS due 2.41 Party held 3.41,  
now completed.

It is submitted that  
this vessel is eligible for  
THE RECORD. BS 3.41.

23/1/42.

14/2/42 00,001 3  
14/2/42 00,001 3  
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Foundation