

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

(Received at London Office 14 OCT 1941)

Date of writing Report 3rd July, 1941 When handed in at Local Office 19 Port of Sourabaya, Java.

No. in Reg. Book. Survey held at Sourabaya, GunuaKade. Date, First Survey and Last Survey 28th June, 1941 (No. of Visits 1)

84912. on the Machinery of the ~~Wood, Iron or Steel~~ SC. SS. "TJISAROE" ATonnage { Gross 7089 Vessel built at Amsterdam By whom Nederl. Schips. 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) none

No. of Main Boilers 4 (W. J. B.) Owners Java China Japan Lijn Owners' Address (if not already recorded in Appendix to Register Book.)
Port BATAVIA VoyageNo. of Donkey Boilers - Managers -
Steam Pressure in Main Boilers 220 lbs If Surveyed Afloat or in Dry Dock afloat (State name of Dock.)

Last Report No. 4385a (BS) Port Sourabaya.

Particulars of Examination and Repairs (if any) Cont. B.S.

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.

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

as 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, see Rpt.

" " Donkey " " " none

if this was not done, state for what reasons? Strbd. aft & Port fwd blrs already surveyed, see Sba. Rpt. Nos. 4349 & 4385a.
Port aft. blr not prepared for survey. All parts opened out.

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 28/6/41, on Strbd fwd blr only.

Present condition of funnel(s)

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

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

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 V. afloat.

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 The examination of the Port after boiler and adjusting all safety valves remains to be done. It is stated that the survey will be completed upon vessel's return to this port.

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

Government examination also held.

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.S.M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

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

CS 2, 3, 4,

Vessel to remain as classed, with fresh record of BS.3.41, as previously recommended, when recommended.

Survey Fee (per Section 29) £. : 60.00. Fees applied for 2/7/41.
Special Damage or Repair Fee (if any) £ : Received by me, 2/7/41.
(per Section 29.)
Travelling expenses (if chargeable) £F. : 5.00

Committee's Minute FRI. 24 OCT 1941

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

008634-008640-0015

BS due 2.41 percy held 3.41,
now advanced.

It is submitted that this
vessel WILL BE eligible
for the record, BS 3.41 when the
hull after boiler has been
examined, the safety valves
of all boilers adjusted & the
oil burning installation
examined under working
conditions.

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23/10/41



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