

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

(Received at London Office)

Date of writing Report Nov 24th 1952 When handed in at Local Office Nov 26th 1952 Port of London
No in Reg. Book. Survey held at Ramsgate Date First Survey Sept 29 Last Survey Oct 16th 1952
(No. of Visits 3)

64396 on the Machinery of the Wood, Iron or Steel SC TUG "JAVA" SS
Tonnage { Gross 128 Vessel built at Selly By whom Cochrane & Sons When 1902-10
Net 6 Engines made at S. Childs By whom G.S. Gray When 1905
Nominal Horse Power 63 MW Boilers, when made, (Main) 1905 (Donkey)
Owners Hullam Watkins & Co. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Main Boilers 1 Managers J.R. Watkins Port London Voyage
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Yls.
Steam Pressure in Main Boilers 160 (State name of Dock.) Hullam Ramsgate
in Donkey Boilers 1

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>+100A.1.</u>		<u>+L.H.C. 7.48.</u>
<u>For steaming</u>		<u>BS. 5.51.</u>
<u>purpose.</u>		<u>T.S. (L.L) 4.50.</u>
<u>1.52.</u>		
<u>Sp. Law. 7.48(00)</u>		

Last Report No. Port Port: L.H.C. & T.S.
Particulars of Examination and Repairs (if any) + L.H.C. & T.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)

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? Yls.
Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yls.

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? Yls.
If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

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? Yls.

State latest date of internal examination of each boiler 30/9/52. Present condition of funnel(s) Yls.

Did the Surveyor examine the Safety Valves of the Main Boilers? Yls. To what pressure were they afterwards adjusted under steam? Not adjusted.

Did the Surveyor examine the Safety Valves of the Donkey Boilers? Yls. To what pressure were they afterwards adjusted under steam? Yls.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yls. and of the Donkey Boilers? Yls.

Did the Surveyor examine the drain plugs of the Main Boilers? Yls. and of the Donkey Boilers? Yls.

Did the Surveyor examine all the mountings of the Main Boilers? Yls. and of the Donkey Boilers? Yls.

Has the screw shaft now been drawn and examined? Yls. Has it a continuous liner? Yls. Is an approved oil retaining appliance fitted at the after end? Yls.

Has shaft now been changed? Yls. If so, state reasons. Yls. Has the shaft now fitted been previously used? Yls. Has it a continuous liner? Yls.

Is an approved oil retaining appliance fitted at the after end? Yls. State date of examination of Screw Shaft 8/10/52. State the wear down in the stern bush. Yls.

Is electric light and/or power fitted? Yls. If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? Yls.

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

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space. Yls.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. It was decided by the Owner to withdraw the vessel from Classification - none of the recommendations made were carried out under our supervision.

how done: - Examd. cylinders, pistons, valves & casings, crank & thrust shafts, with journals, pins & bearings, main engine pumps, condenser, general services and feed pumps, steering engine & windlass, & electric engine, screw shaft.

main hulls internally & externally, with main mountings manholes doors & fastenings.

Used placed on hull screw shaft drawn - stern bush, plug & shell replaced.

Major recommendations made: - Boiler to be examined under hydraulic pressure owing to shell pitting; screw shaft links [P.T.O.]

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, BS 9,11, B&MS 9,11, *LMC 9,11 or *LMC 140 lb., FD, &c.)
CS 3,34
This report is forwarded for the information of the Committee.

Survey Fee (per Section 23) + L.H.C. 7.5 £ 16:9:19 Fee applied for 27 NOV 1952
Special Damage or Repair Fee (if any) (per Section 23.) £ 1:2:11
Travelling expenses (if chargeable) £ 3:15:0 Received by me J. Smith
Engineer Surveyor to Lloyd's Register of Shipping.

FRI. 5 DEC 1952

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

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

