

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

(Received at London Office

7 NOV 1941

Date of writing Report 7th Aug. 41

When handed in at Local Office

19

Port of Sourabaya. Java.

No. in Survey held at Sourabaya Drydock Company Date, First Survey 23rd July Last Survey 2nd Aug. 1941.
g. Book. 59606 on the Machinery of the ~~Wood, Iron or Steel~~ twin sc. ms. "ANASTASIA" (No. of Visits 7)

Gross 3029. Vessel built at Rotterdam By whom N.V. Burgerhout's M & S Year 1930 Month 12
 Net 1605. Engines made at Amsterdam By whom Werkspoor When 1930
 Nominal 380. Boilers, when made (Main) (Donkey) made 21 refitted '39
 Horse Power of Main Boilers Owners Nederl. Ind. Tankstoomb. Maats Owners' Address
 of Donkey Boilers 1 Managers Port Curacao Voyage
 Steam Pressure Main Boilers If Surveyed Afloat or in Dry Dock both "Soerabaia"
 Donkey Boilers 120 lbs (State name of Dock.)

st Report No. Port

Particulars of Examination and Repairs (if any) Cond, TS, DBS & CS

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the
 use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
 out of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and
 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the
 es and initials of any letters respecting this case.

amage 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

a damage report made by anyone else? If so, by whom?

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

" Donkey " " " Yes,

was not done, state for what reasons? DBS, complete.

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

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?

Latest date of internal examination of each boiler 23/7/41, on 1 Donkey boiler only. Present condition of funnel(s) good

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

Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 120 lbs.

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

Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? - , and of the Donkey Boilers? Yes

Screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of
 the shaft to permit of it being efficiently lubricated?

shaft now been changed? no If so, state reasons -

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 of examination of Screw Shaft 25/7/41, State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shafts/Stbd. 3 1/2 m/m

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? - Is electric light and/or power fitted -

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

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

Vessel placed in drydock, Port screw shaft drawn, examined liner hammer tested and found good.

Spare propeller fitted on shaft and found good. Port sternbush examined with wood removed and
 rewooded and found good.

Starboard propeller, sternbush and all outside fastenings examined and found in order.

Examined main engine Nos. 2, 3 & 4 port- & Starboard No. 3 cylinder liners, covers with valves
 and gears, pistons and rods and found in good condition.

Examined both lubricating oilcoolers and tested and found good.

Both lubricating oil pumps opened out, examined and found or made good; shafts renewed on
 account of wear.

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, R.S. 9.11, L.S.M.S. 9.11, L.M.C. 9.11, or
 L.M.C. 140 lb., F.D., &c.)

Vessel to remain as classed, with fresh record of +LMC.CS, with date, when completed, and

DBS.8.41, and to have the notation of Port Tail Shaft seen 7.41. C.L.

Survey Fee (per Section 29) E. 215,00. Fees applied for 4/8/41.
 Special Damage or Repair Fee (if any) £ Late fee. F. 5,00.
 Travelling expenses (if chargeable) F. 20,00.
 Received by me, 19

TUE. 18 NOV 1941

Committee's Minute

Signed

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W1043-0063

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

Owners' address

continuation report No.4435a, on the ms."ANASTASIA" :

Examined Donkey boiler, internally and externally with mountings, safety valve doors and their fastenings and found in good condition.

Safety valves adjusted under steam pressure.

Oil burning installation examined, tested and found in order.

Government examination also held.

Lt. J. J. Jones

Number of Certificate

Number of Certificate

Iron Strake or Steel

CS advanced

ASB due 7-41 Held

ruin upland

It is submitted that this vessel is eligible for

THE RECORD

ASB P.41

Pat. S. 7-41

Yluu

14.11.41



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