

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

(Received at London Office)

13 JUN 1941

Date of writing Report Apr 21 41 When handed in at Local Office Apr 21 41 Port of New York
 in Survey held at New York Date, First Survey and Last Survey 2nd April 1941
 on the Machinery of the Wood, Iron or Steel M/V JAVANESE PRINCE (No. of Visits 1)

Age { Gross 5593. Vessel built at Hamburg. By whom Deutsche Werft A.G. Year. Month. When 1926-1
 Net 5288. Engines made at Berlin By whom Algemein Ebe Ges. When 1926
 Final Power 1313. Boilers, when made (Main) (Donkey) 1926
 Main Boilers Owners The Cape Line Ltd.
 Donkey Boilers 2 Managers James McKay & Co Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Main Boilers Pressure 100 lbs Port London. Voyage Port
 Donkey Boilers 4246 If Surveyed Afloat or in Dry Dock Afloat. Pri 95. (State name of Dock.)

Report No. 115816 Port Liv

Particulars of Examination and Repairs (if any) LMC-ES.

Special Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the nature and extent 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 the nature and details of any repairs should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined.

Has a special damage report been made by anyone else? If so, by whom? ✓

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Were any parts of the Boilers could not be thus thoroughly examined? ✓

Were any 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? ✓

What was the last test date of internal examination of each boiler? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

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

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

Has the screw shaft now been drawn and examined? ✓ 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 the screw shaft now been changed? ✓ If so, state reasons ✓

Has the screw 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? ✓

Was the distance of examination of Screw Shaft ✓ State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft ✓

Were the engine parts, when referred to by numbers, should be counted from forward. ✓ Is electric light and/or power fitted? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

Is the survey not complete, state what arrangements have been made for its completion and what remains to be done. C.S.

Port Main engine.

No 8 Cylinder, liner, Lead, piston, rods, crosshead & bearings examined.

& found good except No 8 Cylinder Lead found cracked, should be renewed at first convenient opportunity.

Port D.B.S. 10.40 when valves adjusted & oil fuel injection examined

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is eligible, in my opinion, to remain as classed with first class of LMC-ES (with date) when the survey has been completed, subject to the No 8 Cylinder Lead being renewed at first convenient opportunity.

Fee (per Section 29)..... \$15.00 Fees applied for Apr 25 1941

Damage or Repair Fee (if any) (per Section 29.)..... £..... Received by me, [Signature]

Committee's Minute NEW YORK APR 23 1941

Noted as usual Subject H. & M.

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 Al oil pumps.		+LMC-ES 2.39.
1.41		9.39.
S.S. HKg No 3-4.38.		D.B.S. 9.39.
Carrying Oil F.P. 150°F or latex in deep tanks.		C.L. 7.40.
Carrying Veg oil or latex in the aft peak tanks.		

Indented stern plating, (S.S.) D.B.S. 10.40 when valves adjusted + oil fuel injection examined.

Continuously Surveyed

Present condition of funnel(s)

To what pressure were they afterwards adjusted under steam?

To what pressure were they afterwards adjusted under steam?

and of the Donkey Boilers?

and of the Donkey Boilers?

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Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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Is electric light and/or power fitted? Yes

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