

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

(Received at London Office

11 FEB 1937

Date of writing Report 15th January 1937.

When handed in at Local Office

19

Port of Sourabaya, Java;

No. in
Reg. Book.

Survey held at Soerabaya Drydock Company

Date, First Survey 4th Jan.

Last Survey 11th Jan. 1937.

(No. of Visits 4)

76427. on the Machinery of the ~~Wood Iron or Steel~~ twin sc. ms. "HERE",Tonnage } Gross 635.
 } Net 356.

Vessel built at Doordrecht

By whom N.V. Schps. Dordrecht

When 1916 9mo.

Nominal
Horse Power } 244 NHP.

Engines made at Amsterdam

By whom D. Goodkoop, Jr.

When 1916

No. of Main Boilers -

Boilers, when made (Main)

none

(Donkey)

1916

No. of Donkey Boilers 1

Managers

Owners Koninklijke Paketvaart Maats.

Owners' Address

(If not already recorded in Appendix to Register Book.)

Port Batavia.

Voyage

Steam Pressure -

in Main Boilers -

If Surveyed Afloat or in Dry Dock both

(State name of Dock.)

"Soerabaia"

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

Last Report No. Port

Particulars of Examination and Repairs (if any) Cond. DBS. + LMC (CS)

(Periodical Surveys, when held, must be reported in detail and serialism 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?

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

" " " "

Donkey " " " "

Yes, see report below.

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

All parts opened up.

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 5th of Jan. '37 Donkeyblr only.

Present condition of funnel(s)

good.

Did the Surveyor examine the Safety Valves of the Main Boiler?

none

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

Yes, see Rpt.

To what pressure were they afterwards adjusted under steam?

100 lbs.

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

none

and of the Donkey Boilers? Yes, see report

Did the Surveyor examine the drain plugs of the Main Boilers?

++

and of the Donkey Boiler? none

Did the Surveyor examine all the mountings of the Main Boilers?

++

and of the Donkey Boiler? Yes, see report

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

Port 1/16" - bracket 5/32. Starboard 1/8" bracket 5/32

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

Is electric light and/or power fitted?

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

Vessel placed in drydock, propellers, sternbushes and outside fastenings examined and found in good condition.

Examined all crankshaft journals of port and starboard mainengine and found the brasses worn down 2 à 3 mm, and some brasses were showing signs of having been worn.

As the vessel is now urgently required it has been recommended to remetal the bearingbrasses of port and starboard crankshafts before the end of August next.

Examined the Donkeyboiler, on the 5th instant, internally and externally, its mountings and safety valves and found same in good condition.

Safety valves adjusted, on the 11th instant, to the working pressure under steam.

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.&M.S. 9.11, & L.M.C. 9.11, or CS 3.34,

Vessel to remain as classed, with fresh record of DBS.1.37., and to have the notation of +L.M.C. (CS), with date, when completed, subject to port and starboard crankshaft-bearingbrasses being remetalled before the end of August 1937, and to starboard TS at joints of liner being examined before the end of June 1938, and to port TS ditto before the end of October 1937.

Survey Fee (per Section 29) Cond. CSDBS) £F. 70.00.

Fees applied for

11/1/1937.

Special Damage or Repair Fee (if any) (per Section 29.)

£

Received by me,

13/1/1937.

Travelling expenses (if chargeable)

£F. : 5.00.

Committee's Minute

FRI 26 FEB 1937

FRI 24 SEP 1937

Signed

As now subject

was 1.37

Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register
Foundation

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