No. 7824.

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

(Received at London Office)

g Report 2/7/ 1932. When handed in at Local Office July 2nd 1932 Port of Kobe.

urvey held at Osaka. Date. First Survey 17/6/32. Last Survey 24/6/ 1932.
(No. of Visits Three.)

n the Machinery of the ~~Wood, Iron or~~ Steel SINGLE SCREW STEAMER "TJIMENTENG"

ss 6403
4055
621 NHP
ilers 4 SB
oilers --
180 lbs.
ilers --

Vessel built at W. Hartlepool. By whom W. Gray & Co.Ltd. When 1913 2mo.
Engines made at Hartlepool. By whom Cen.Mar.Eng.Works. When 1913.
Boilers, when made (Main) 1913 (Donkey) --
Owners U.S.S.R.Trade Representation in Japan. Owners' Address
(if not already recorded in Appendix to Register Book.)
Managers Port Batavia. Voyage
If Surveyed Afloat or in Dry Dock Dry Dock.
(State name of Dock.) Fujinagata Dock.

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 carried.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100A1 ~~9,31~~		✠LMC 1,29
Shelter dk		BS 12,30
withfreeboard. 5.35		TS(CL)N 3,31.
ssAms.No.3-11,25.		
ssSba.No.1-29.		

ort No. Port

urs of Examination and Repairs (if any) CONDITION OF SALE & PART BS

eys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the rs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on mage (the cause of which must be stated) should be separated from Repairs due to other causes; and tailed in the body of the report, should be briefly summarised at the end of the report. State also the tals of any letters respecting this case.

es where the Surveyor has not made a special damage report he is required to state whether he services for this purpose, and why they were declined? --

report made by anyone else? If so, by whom? --

r personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey " " " " --

lone, state for what reasons? --

of the Boilers could not be thus thoroughly examined? --

l means, in the absence of internal examination, were adopted by the ssure himself of the thorough efficiency of those parts of each Boiler? --

r examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

or examine the Safety Valves of Donkey Boiler? -- To what pressure were they afterwards adjusted under steam? --

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

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

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

t 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? --

been changed? -- If so, state reasons --

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? --

ce between lignum vitæ ~~bearing metal~~ of stern bush and top of after bearing of screw shaft Close.

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

:-Vessel placed in dry dock, propeller, aft end of stern bush, and all outside fastenings and found in good condition.

The 4 Main Boilers were examined internally and externally with all mountings and now n good condition. Safety valves adjusted under steam as above.

DUE TO WEAR AND TEAR:-

All combustion chamber girders renewed in starboard forward boiler, after starboard boiler r port boiler. Some welding repairs effected to pitted parts of furnaces.

The vessel has now been sold to The U.S.S.R. Trade Representation in Japan.

SEE LIMITATION LIST.

Observations, Opinion, and Recommendation :— The Boilers of this vessel are in good

arly 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 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, or ✠ L.M.C. 9,11, lb., F.D., &c.)

n and eligible, in my opinion, to be continued as classed with fresh record of BS 6,32 with- ial restrictions.

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

r Section 28) Yen 130:00 ✓ Fees applied for 25/6/ 1932.

e or Repair Fee (if any) £ -- . Section 28.)

enses (if chargeable) £ (See Hull Report). ✓ Received by me, 19

tee's Minute FRI. 29 JUL 1932

BS 6,32
Without Spl. Cond

H. H. Garnett
Engineer Surveyor to Lloyd's Register of Shipping.

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W547-0036