

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

(Received at London Office -2 FEB 1931)

Date of writing Report 31st, Dec. 1930. When handed in at Local Office 19 Port of Sourabaya, Java;

No. in Reg. Book. Survey held at Sourabaya, Amsterdam Date, First Survey and Last Survey 29th, Dec. 1930.
(No. of Visits 1)

86602. on the Machinery of the ~~Wood~~ Iron Steel s.s. "T J I K I N I"

Tonnage { Gross 4597. Vessel built at Flushing By whom Kon. Maats. de Schelde When 1907 lmo.
Net 2888. Engines made at Flushing By whom Maats. de Schelde When 1907

Nominal Horse Power { 391 NHP. Boilers, when made (Main) 1907 (Donkey) none

No. of Main Boilers 3 Owners Java China Japan Lijn Owners' Address -
(if not already recorded in Appendix to Register Book.)
Port BATAVIA Voyage -

No. of Donkey Boilers none Managers -

Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock afloat.
(State name of Dock.)

in Donkey Boilers -

Last Report No. 2657 Port Sba

Particulars of Examination and Repairs (if any) Cont. B. 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? -

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? See below.

Do " Donkey " " " none.

If this was not done, state for what reasons? Starboard & centre boilers already surveyed. Please see Sba. Rpt. No. 2652.

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

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? -

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Remains to be done.

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? none

Did the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boiler? ??

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

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Vessel afloat.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done The adjusting of all safetyvalves

remains to be done. It is stated that the B.S. will be completed upon vessel's return to this port

in about 6 weeks time.

Examined the Port mainboiler, internally and externally, its mountings and fittings

and safety valves and found furnaces and combustion chamber plating slightly pitted, and

furnaces slightly deformed.

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

-

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, or L.M.C. 9,11, 140 lbs. F.P., &c.)
Vessel to remain as now classed, with fresh record of B.S. 9,30, when completed.

Survey Fee (per Section 25) £ 60.00.
Special Damage or Repair Fee (if any) (per Section 28) £ -
Travelling expenses (if chargeable) £ 5.00.

Fees applied for
19
Received by me,
19

Committee's Minute
Assigned Deferred for
Comp. P.S.

FRI. 6 FEB 1931

TUE. 19 MAY '31

J. Willems
Engineer Surveyor to Lloyd's Register of Shipping.



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

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

W567-0042