

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

(Received at London Office 8 JAN 1932)

Date of writing Report 10th, Dec. 1931. When handed in at Local Office 19 Port of Sourabaya, Java;

Survey held at Soerabaia Drydock Company Date, First Survey 2nd, Dec. Last Survey 7th, Dec. 1931. (No. of Visits 4)

72. on the Machinery of the ~~Wood, Iron or Steel~~ s.s. "SOENGEI GERONG"

Gross 5040. Net 2823. Vessel built at Newcastle By whom Palmers' Co. Ltd. When 1913 9mo.

Engines made at Newcastle By whom Palmers' Co. Ltd. When 1913

Boilers, when made (Main) 1913 (Donkey) -

Owners N.V. Neder. Koloniale Petroleum Maatschappij Owners' Address (if not already recorded in Appendix to Register Book) Port THE HAGUE. Voyage

Managers -

If Surveyed Afloat or in Dry Dock both "Soerabaia" (State name of Dock.)

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

CHARACTER, &c. for Special Survey, Date of last Survey and of Periodical Surveys.	Year in which now arrived.	Machinery and Boiler Survey (including date of N.B., if any).
+100A1.3.31. Carry- ing Petroleum in bulk.		+L.M.C.2.28. BS.8.30. Fitted for oil fuel
ss. Got. No. 3-10.23.		9.13 P.F. above 150° F.
ss. St. N. No. 1-28.		TSSn. 8.30. CL.

Particulars of Examination and Repairs (if any) Damage & Cond. & B.S. + Memo. D. 24-9-31. & H. 12-6-31.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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? Yes report attached on HRpt.

Is 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? Yes

Do. " Donkey " " " " " -

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

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? 215 lbs.

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 Boiler? -

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? -

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8".

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done? Survey completed.

It is reported that this vessel's propeller had struck a submerged object in the Moesi River on the 10th of October 1931, while on a voyage from Tandjong Oeban to Soengei Gerong (Sumatra).

Now done for damage; Vessel placed in drydock, two slightly damaged blades of bronze propeller have been dressed up. The broken cement of propeller boss has been removed, all fastening bolts hardened up and boss recemented.

Condition and B. S. Vessel placed in drydock, Propeller, sternbush & outside fastenings examined and found or made in order as per above.

Examined the two mainboilers, internally and externally, their mountings and safety valves and found furnaces slightly deformed, otherwise in good condition.

SB. furnace of Port boiler has been jacked fair. Some slightly leakages in backends of both boilers have been recaulked. Safety valves and seats dressed up. All safety valves adjusted to the

General Observations, Opinion, and Recommendation: - working pressure under steam.

(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, 150 lb., F.D., &c.)

Vessel to remain as now classed, with fresh record of B.S. 12.31. Fitted for oil fuel

9.13 F. P. above 150° F., subject to Donkey boiler not to be used.

Survey Fee (per Section 25) £. 145.00

Special Damage or Repair Fee (if any) (per Section 25.) £. 40.00

Travelling Expenses (if chargeable) £. 10.00

Fees applied for 9/12/31

Received by me, 9/12/1931

Committee's Minute

Assigned Depred S.S. 12.31 subject

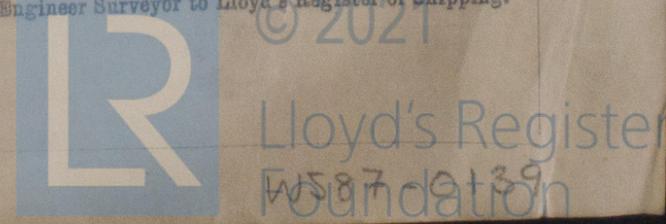
FRI. 15 JAN 1932

WED. AUG 3 1932

FRI. 21 OCT 1932

FRI. 31 MAR 1934

Engineer Surveyor to Lloyd's Register of Shipping.



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

Owners' address.

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