

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

(Received at London Office 17 AUG 1931)

Date of writing Report July 17th. 19 31 When handed in at Local Office July 17th. 19 31. Port of Hong Kong.

No. in Reg. Book. Survey held at Hong Kong Date, First Survey July 17th. Last Survey July 17th. 19 31. (No. of Visits 1)

66614 on the Machinery of the Wood, Iron or Steel Sc. Sr. "TJITAROEM"

Tonnage { Gross 5775 Net 3667 Vessel built at Amsterdam By whom Nederl. Schps. Maats. When 1910 11mo

Nominal Horse Power { 545 Engines made at Flushing By whom Maats. de Schelde When 1910 11mo

No. of Main Boilers 3 Boilers, when made (Main) 1910 (Donkey) - Owners Java-China-Japan Lijn Owners' Address - (if not already recorded in Appendix to Register Book).

No. of Donkey Boilers - Managers - Port Batavia Voyage Osaka

Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Dry Taikoo Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Propeller & all fastenings of sea connections.

Particulars of Examination and Repairs (if any) ssL.O.O.A.L 5,30 ssH.Kg.No.3-5,22 ssSba.No.1-26

(Periodical Surveys, when held, must be reported in detail and written 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 date 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? No

Do. " Donkey " " " " None

If this was not done, state for what reasons? And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of these parts 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 Boiler?

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

Did the Surveyor examine all the mountings of the Main Boilers? 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 vite or bearing metal of stern bush and top of after bearing of screw shaft? Complete.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Propeller, after end of stern tube and all fastenings of sea connections examined and found in satisfactory condition.

NOTE:- The solid bronze propeller was removed and old propeller fitted in place, this old propeller however is in satisfactory condition and is a built propeller, with cast iron boss and bronze blades, and was previously used by this vessel.

It was stated that vessel was proceeding to Osaka where she was to be offered for sale for breaking up purposes.

SPECIAL REASONS LIST.

Not dealt with at this time.

General Observations, Opinion, and Recommendation: - L.M.C. remain as at present.

(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, E.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

Survey Fee (per Section 25) £60.00. Fees applied for 17/7/ 31

Special Damage or Repair Fee (if any) (per Section 25) £ Travelling Expenses (if chargeable) £ 5.00. Received by me, 19

Committee's Minute Assigned

Deferred

Stamp: FRI. 28 AUG 1931

Stamp: 17 AUG 1931

Stamp: 19

Stamp: Engineer Surveyor to Lloyd's Register of Shipping.

Stamp: Lloyd's Register Foundation

Stamp: W645-0038

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