

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

(Received at London Office

16 JUN 1934)

Date of writing Report 18th, May 1934.

When handed in at Local Office

10

Port of Sourabaya, Java;

No. in
Reg. Book.

Survey held at Sourabaya Roads

Date, First Survey

and

Last Survey 14th, May 1934.

(No. of Visits

1)

36487. on the Machinery of the ~~W. Hartlepool~~ Steel ss. "TJIPONDOK",Gross 6665.
Net 4216.

Vessel built at W. Hartlepool

By whom W. Gray & Co. Ltd.,

When 1914 2mo.

Nominal Horse Power 636 NHP.

Engines made at W. Hartlepool

By whom Cen. Mar. Eng. Wrks.

When 1914

No. of Main Boilers 4

Boilers, when made (Main)

1914

(Donkey)

none

No. of Donkey Boilers none

Owners Java-China-Japan Lijn

Owners' Address

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

Port Batavia,

Voyage

Main Pressure 180 lbs.

If Surveyed Afloat or in Dry Dock afloat.

(State name of Dock.)

Donkey Boilers --

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 expired. | Machinery and Boiler Surveys (including date of N.B., if any) |
|--|-------------------------------|---|
| +100Al. Shelter dk | | +L.M.C. 6.31. |
| with freeboard 1.34. | | B.S. 3.33. |
| ss. Ams. No. 3-4, 26. | | TS. CL. 1.34. |
| ss. Sba. No. 1-31. | | |

st Report No. 3154 Port Sba

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

ical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Where 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?

a damage report made by anyone else? If so, by whom?

e Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes, see below,

" Donkey "

none

was not done, state for what reasons Starbd. forward boiler already survey Sba. Rpt. 3154. Both after boilers not prepared for survey.

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

hat 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?

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

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

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, as per report, and of the Donkey Boilers? . . .

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

Surveyor examine all the mountings of the Main Boilers? Yes, as per report, and of the Donkey Boiler? . . .

rew 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? -

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

a 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? -

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done The examination of both after main adjusting

lers and the of all safety valves remains to be done. It is stated that the B.S. will be completed or continued upon vessel's return to this port in about 2 months time.

Examined the port forward boiler, (on the 14th May, 1934.), internally and externally, its mountings and safety valves and found furnaces and combustion chamber plating pitted also signs of crack in front endplate below centre furnace, but not of consequence for the present, and further in good condition.

Centre and starboard wing furnaces have been jacked fair.

ral Observations, Opinion, and Recommendation:—

te 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.A.M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

Vessel to remain as now classed, with fresh record of B.S. 4.34, as previously recommended, when completed, subject to sternbush being reexamined or renewed before the end of January 1935.

(per Section 29)..... F. :60.00. Fees applied for 18/5/1934.
Damage or Repair Fee (if any)..... £ : :
(per Section 29.)
expenses (if chargeable)..... F. :5.00. Received by me, 18/5/1934.

Committee's Minute

TUE. 26 JUN 1934

Assigned

Deferred for Comp. B.S.

TUE. 25 SEP 1934

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

W663-0012

Due 3-34 advanced
Completion in 2 months

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that this
vessel WILL BE eligible for
the record.

18 14-34 on
completion,
present on steam hush
approx 6-34

907
28/6/34

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation