

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

(Received at London Office.)

-3 NOV 1924

Date of writing Report 26th, Sept. 1924 When handed in at Local Office 10 Port of Sourabaya, Java;
 Date, First Survey 23rd, August Last Survey 11th, September 24.
 (No. of Visits 3.)

No. in Reg. Book. 80344 Survey held at BATAVIA
 on the Machinery of the T.S/S. "PORT LYTELTON"

Tonnage { Gross 6444 Vessel built at Belfast By whom Workman, Clark & Co. Ltd. When 1902 - 3
 Net 4170 Engines made at Belfast By whom Workman, Clark & Co. Ltd. When 1902

Registered Horse Power 583 NHP. Boilers, when made (Main) 1902 (Donkey) -
 No. of Main Boilers 4 Owners Commonwealth & Dominion Line Ltd Port London Voyage Genoa.

No. of Donkey Boilers - If Surveyed at or in Dry Dock Yes
 in Main Boilers 200 lbs (State name of Dock.) "Tandjong Priok"
 in Donkey Boilers -

Last Report No. - Port -
 Particulars of Examination and Repairs (if any) Damage

Periodical Surveys, when held, must be reported in detail and serially 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.

a 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 Specification Was a damage report made by anyone else? If so, by whom? no

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " Donkey " " " " none

this was not done, state for what reasons? Boilers not due for survey.

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

So 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? - 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? - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Is screw shaft now been drawn and examined? no Is it fitted with continuous liner? -

Is shaft now been changed? - If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has the shaft now fitted new? - Has it a continuous liner? -

Is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? S.B. 1/8". Port 1/4" full.

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

Vessel placed in drydock for damage repairs Specification drawn up as per attached copy.

Propeller sternbushes and all fastenings examined and found good.

No repairs have been carried out. Vessel is proceeding to Genoa where she will probably be broken up.

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, E.&M.S. 9,11, or L.M.C. 9,11, 149 lb., F.D., &c.)

Machinery being now in good working order vessel to remain as classed without

record of survey.

Survey Fee (per Section 28) £. 200.00 Fees applied for 27/9 1924
 Special Damage or Repair Fee (if any) £. 140.00 Received by me, 27/9 1924
 Travelling Expenses (if chargeable) £. 300.00

Committee's Minute TUES. 4 NOV 1924
 Assigned See Minute on Casualty report

A. P. Bigh
 Engineer Surveyor to Lloyd's Register of Shipping.

