

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18th Aug. 1930 When handed in at Local Office 19 Port of Sourabaya, Java:No. in Survey held at Drydock Company Soerabaya Date, First Survey 27th, June Last Survey 15th, August 1930
Reg. Book. (No. of Visits 5)on the Wood, Iron or Steel s.s. "T J I B E S A R"TONNAGE:— Built at Port Glasgow By whom Lithgows Ltd. When 1922 10
GROSS 10836. Owners Java China Japan Lijn Owners' Address (if not already recorded in Appendix to Register Book)
UNDER DEK. 10308. Managers - Port belonging to BATAVIA
NET 6730.Surveyed Afloat or in Dry Dock? in dock Name of Dock "Soerabaya" Destined VoyageWB=CellDBorDBa - feet; uE&B - feet; f - feet
total capacity - tons. FPT - tons; APT - tons; MT - feet - tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 2583 Port Sba

(Periodical Surveys, when held, must be reported in detail and serialim 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined Yes report

attached

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition and damage repairs:It is reported that this vessel has sustained damage through grounding and heavy weather at DALNY on the 17th of December 1929 and through a steel wire fouling the propeller on a voyage from Shanghai to Moji and Sourabaya, from 14th, of May to 26th of June 1930.

Vessel placed in drydock, bottom and rudder cleaned examined and found or made good and recoated.

Now done for damage:

Two lengths of bilgekeel bulb iron on Portside in way of engine room have been renewed, and angle iron faired in place.

The rudder has been rebushed and now converted into an Oertz patent rudder according to plans submitted by patent holder same examined and found in order.

Scuppers letter 4.1.30

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								2 lengths of bilgekeel
Removed and Faired or Repaired								L now of the above.
Faired or Repaired in place								

PRESENT CONDITION OF THE

Decks	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels
Caulking of Decks	State if Tanks now tested	Engine Room Skylights	(State if on felt)
Coamings	Bulkheads	Coal Bunkers, Open'gs, Lids, &c.	When put on, Month Year
Beams & Fastenings	Ceiling	Scuppers	Boats
Outside Plating	Cement or Asphalt (State which)	Cargo Hatchways	Masts, Yards, &c.
Breasthooks	Rudder	Hatches	Condition, how ascertained
Transoms	Steering gear and its connections	Planking of Wood Vessels	(State if wedges removed)
Frames	Windlass	Caulking ditto	Sails
Reverse Frames	Have Pumps now been examined and found efficient?	Treenails ditto	Equipment letter
Longitudinals	Have Sluice Valves now been examined and found efficient?	Breasthooks & Stemson ditto	Anchors, No. of
Transverses	Have Watertight Doors now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	Cables (State if now ranged)
Floors	Have Ventilators and their Coamings been examined and found efficient?	Timbers of Frame at openings ditto	length size
Keelsons		Ditto ditto at other places ditto	(on board) size
Stringers		Stringers, Clamps & Shells ditto	Hawser & Warps
Inner Bottom Plating		Salting (State if examined)	Standing and Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and ptND24, &c."

Vessel to remain as now classed, with fresh record of survey Sba. 8.30.

Survey Fee (per Section 20)	F.	80.00.	Fees applied for,
Special Damage or Repair Fee (if any) (per Sec. 20)	F.	65.00.	19
Travelling Expenses (if chargeable)	F.	10.00.	Received by me.
Second Surveyor's Fee (if any)	F.		19

Committee's Minute

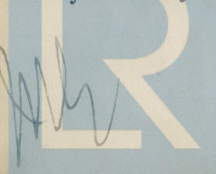
Character Assigned

TUE. 23 SEP 1930

Shelter dk. w/ft
1000s fitted for oil fuel
BS. 2.30

CERTIFICATE WRITTEN

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

002750-002753-0119