

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

(Received at London Office 15 SEP 1930)

Date of writing Report 18th, August 1930. When handed in at Local Office 19 Port of Sourabaya, Java;

No. in Survey held at Dockyard Sourabaya & Drydock Date, First Survey 23rd, June Last Survey 15th, Aug. 1930.
(No. of Visits 6)

on the Machinery of the Wooden-hulled Steel s.s. "T J I B E S A R"

Gross 10836. Vessel built at Port Glasgow By whom Lithgows Ltd. When 1922 10mo
Net 6730. Engines made at Glasgow By whom D. Rowan & Co. Ltd When 1922
Nominal 1140 NHP Boilers, when made (Main) 1922 (Donkey) none
Horse Power of Main Boilers 6 Owners Java China Japan Lijn Owners' Address -
(if not already recorded in Appendix to Register Book.)
of Donkey Boilers none Managers - Port BATAVIA Voyage -
Steam Pressure 220 lbs If Surveyed Afloat or in Dry Dock both
Main Boilers (State name of Dock.) Sourabaya
Donkey Boilers --

Last Report No. - Port TS

Particulars of Examination and Repairs (if any) Compleat. PS. & 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 details 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.

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 as hull report.

as a damage report made by anyone else? If so, by whom? Yes report attached as hull report.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? See below

Do. " " Donkey " " " none

this was not done, state for what reasons? both C. & both P. boilers already surveyed. Please Sba. Rpts. Nos. 2552 & 2583. Sb. after boiler surveyed at Batavia.

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

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? Yes To what pressure were they afterwards adjusted under steam? 220 lbs.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? -

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? Sb. forward Yes, and of the Donkey Boilers? -

Did the Surveyor examine the drain plugs of the Main Boilers? none Yes, and of the Donkey Boiler? -

Did the Surveyor examine the drain plugs of the Main Boilers? Sb. forward Yes, and of the Donkey Boiler? -

Is screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Is shaft now been changed? no If so, state reasons -

Is 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewooded.

If the Survey is 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 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.

Now done for damage; Vessel placed in drydock, Screwshaft drawn examined and found in order.

Propeller good. All nuts and studs of sternbush guardplate to same and gland to propeller have been renewed, sternbush rewooded, steel guardplates repaired. Seaconnections opened up examined and found good. Impeller and impeller shaft replaced by spare one.

Examined the Starboard forward boiler, internally and externally, its mountings and safetyvalves and found same in good condition.

All safety valves adjusted under steam to the working pressures.

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

Vessel to remain as now classed, with record of B.S.2.30. Fitted for oil fuel F.P. above 150° F. and notation of Tail Shaft seen 8.30. C.L.

Survey Fee (per Section 28) E. 60.00. Fees applied for 19
Special Damage or Repair Fee (if any) E. 75.00. Received by me, 19
(per Section 28.)
Travelling expenses (if chargeable) E. 10.00.

Committee's Minute THE 23 SEP 1930

Assigned 2.30
CERTIFICATE WRITTEN.

R. Willems
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
002750-002753-0123

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

Is a Certificate required? If so, to be sent to Owners' address.

Grounding & heavy weather

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.

damage & through ^{the} fouling of the
propeller with a wire rope

Docking, T.S. examined

BS. due 14.30 part

held 2.30 Now Completed

S. 8.30

It is submitted that this
vessel WILL BE eligible for
the record. BS. 2.30

Rm

20.9.30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation