

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

Date of writing Report 6th Nov. 1941 When handed in at Local Office Port of SOURABAYA, JAVA.

No. in Reg. Book. 66603. Survey held at Sourabaya, Drydock Company Date. First Survey 28th Oct. Last Survey 4th Nov. 1941. (No. of Visits 4)

Tonnage { Gross 216. Net 180 lbs. Vessel built at Sourabaya By whom N.V. Droogdok Maats. "Soerabaid" When 1940 10
Engines made at Sourabaya By whom N.V. Droogd. Mij "Soerabaid" When 1940
Boilers, when made (Main) 1923 refitted '40 (Donkey) 1940
Main Boilers 1 Owners N.V. Borneo Sumatra Handel Mij Owners' Address Soerabaja
Donkey Boilers 1 Managers N.V. Borneo Sumatra Handel Mij Port BANJERMASIN Voyage Soerabaja
If Surveyed Afloat or in Dry Dock in dock (State name of Dock.) "Soerabaja"

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 since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1. with freeboard 10.40 For services in the East Indian Archipelago	4.41	L.M.C. 10.40 TS.CL --- Mchy Aft

Report No. 101 Port Soerabaja
Particulars of Examination and Repairs (if any) Cond. TS. & B.S.

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 as 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 has referred his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom? none.

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Has the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? none.

Where a special damage report was not done, state for what reasons none.

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

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? none.

Latest date of internal examination of each boiler 31/10/41 one boiler only. Present condition of funnel(s) good

Has the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

Has the Surveyor examine the Safety Valves of Donkey Boiler? no To what pressure were they afterwards adjusted under steam? no

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? no

Has the Surveyor examine the drain plugs of the Main Boilers? no and of the Donkey Boilers? no

Has the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boilers? no

Has the 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

Has the shaft now been changed? no If so, state reasons no

Has the shaft now fitted been previously used? no Has it a continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Date of examination of Screw Shaft 1/11/41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Rewooded.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted no

Has the Surveyor examine the generators, motors, switchgear, cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Survey completed.

Vessel placed in drydock, Screwshaft drawn, examined and found scored, skimmed, liner hammer tested and found good. Sternbush examined With lignum vitae removed and renewed and found good.

Propeller and outside fastenings examined and found good.

Examined the Boiler (Watertube) internally and externally with mountings, safety valves, doors and their fastenings and found in good condition. Safety valves adjusted under steam pressure.

Government examination also held.

Minor repairs carried out.

Machinery tried under working condition and found satisfactory.

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

Vessel to remain as classed, with fresh record of BS.11.41, and the notation of Tail Shaft seen 11.41. C.L.

Survey Fee (per Section 20) £. 70,00.

Special Damage or Repair Fee (if any) (per Section 20.) £. 10,00.

Travelling expenses (if chargeable) £. :

Fees applied for 6/1/41.
Received by me, 19.

[Signature]
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned 11.41

TUE 17 FEB 1942

Lloyd's Register Foundation

011636-611645-6240

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

Owners' address

Is a Certificate required? If so, to be sent to

Sheet 10 kept unaltered

1141 1141

13/2/42

