

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

(Received at London Office 8 JAN 1932)

Date of writing Report 10th, Dec. 1931. When handed in at Local Office

Port of Sourabaya, Java;

Survey held at Soerabaia Drydock Company Date, First Survey 2nd, Dec. Last Survey 7th, Dec. 1931. (No. of Visits 4)

72. on the Machinery of the ~~Wood, Iron or Steel~~ s.s. "SOENGEI GERONG"

Gross 5040. Net 2823. Vessel built at Newcastle By whom Palmers' Co. Ltd. When 1913 9mo.  
 Engines made at Newcastle By whom Palmers' Co. Ltd. When 1913  
 Boilers, when made (Main) 1913 (Donkey) -  
 Owners N.V. Neder. Koloniale Petroleum Maatschappij Owners' Address  
 (if not already recorded in Appendix to Register Book).  
 Managers - Port THE HAGUE. Voyage  
 If Surveyed Afloat or in Dry Dock both "Soerabaia"  
 (State name of Dock.)

st Report No. Port

Particulars of Examination and Repairs (if any) Damage &amp; Cond. &amp; B.S. +100A1.3.31. Carry-

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the  
 use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on  
 count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and  
 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the  
 les and initials of any letters respecting this case. Memo. D. 24-9-31. & H. 12-6-31.

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 on HRpt.

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

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

Do. " Donkey " " "

is was not done, state for what reasons?

what parts of the Boilers could not be thus thoroughly examined?

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?

the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 215 lbs.

the Surveyor examine the Safety Valves of Donkey Boiler? ~~None~~

To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boiler?

the Surveyor examine the drain plugs of the Main Boilers? none

, and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler?

screw 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?

shaft now been changed? - If so, state reasons

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?

the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 1/8".

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

is reported that this vessel's propeller had struck a submerged object in the Moesi River on the  
 10th of October 1931, while on a voyage from Tandjong Oeban to Soengei Gerong (Sumatra).

Now done for damage; Vessel placed in drydock, two slightly damaged blades of bronze propeller  
 have been dressed up. The broken cement of propeller boss has been removed, all fastening bolts  
 hardened up and boss recemented.

## Condition and B. S.

Vessel placed in drydock, Propeller, sternbush & outside fastenings examined and found or made in  
 order as per above.

Examined the two mainboilers, internally and externally, their mountings and safety valves and found  
 furnaces slightly deformed, otherwise in good condition.

SB. furnace of Port boiler has been jacked fair. Some slightly leakages in backends of both boilers  
 have been recaulked. Safety valves and seats dressed up. All safety valves adjusted to the

General Observations, Opinion, and Recommendation:— working pressure under steam.

(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, B. & 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. 12.31. Fitted for oil fuel

9.13 F. P. above 150° F., subject to Donkey boiler not to be used.

Survey Fee (per Section 28) £ 145.00. Fees applied for  
 Special Damage or Repair Fee (if any) £ 40.00. 9/12/ 31.  
 Travelling Expenses (if chargeable) £ 10.00. Received by me,  
 9/12/ 19 31.

Committee's Minute

Assigned Depred S.S. 12.31 subject

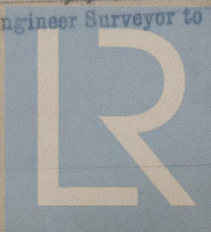
FRI. 15 JAN 1932

WED. AUG 3 1932

FRI. 21 OCT 1932

FRI. 31 MAR 1934

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

Owners' address.

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