

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

(Received at London Office 19.9.31)

Date of writing Report 20th. Aug. 1931. When handed in at Local Office 19

Port of Sourabaya. Java;

No. in Reg. Book. Survey held at O. Roads & Drydock Sourabaya Date, First Survey 12th. Aug. Last Survey 18th. Aug. 1931. (No. of Visits 4)

36488 on the Machinery of the ~~Wood, Iron~~ Steel s.s. "TJIPANAS"Tonnage { Gross 3865. Vessel built at Amsterdam By whom Nederl. Scheps. Maats. When 1903 7mo.
Net 2776. Engines made at Amsterdam By whom Nederl. Fabriek Werk When 1903

Nominal Horse Power { 350 NHP. Boilers, when made (Main) 1903 (Donkey) none

No. of Main Boilers 3 Owners Java China Japan Lijn Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers none Managers Port BATAVIA Voyage

Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock both (State name of Dock.) "Soerabaia"

in Donkey Boilers --

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 assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1. Spar dk		+LMC. MS. 3. 29.
11.30.		B.S. 5. 30.
ssAms2ndNo3-7.25.		TSSn. 8. 29. CL.
ssSba. No. 1-29.		

Last Report No. Port

Particulars of Examination and Repairs (if any) Compl. BS. & Cond.

(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.)

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 why they were declined?

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

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

Do. " Donkey " " none.

If this was not done, state for what reasons? Port and starboard main boilers already surveyed at Shanghai.

And what parts of the Boilers could not be thus thoroughly examined? All parts opened up.

Also 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? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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? Yes, as per report, and of the Donkey Boilers? none

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

Did the Surveyor examine all the mountings of the Main Boilers? Yes, as per report, and of the Donkey Boiler? "

Has 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? -

Has 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 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 3/32".

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, Propeller, sternbush and outside fastenings, seaconnections opened up examined and found in good condition.

Examined the Centremainboiler, internally and externally, its mountings and safety valves and found furnaces deformed but not of consequence for the present, otherwise good.

Adjusted all safety valves to the working pressure under steam.

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, F.&M.S. 9.11, or L.M.C. 9.11, 150 lb., F.D., &c.)

Vessel to remain as now classed, with fresh record of B.S. 4.31, as previously recommended.

Survey Fee (per Section 28) £ 85.00. Fees applied for 20/8/31.
Special Damage or Repair Fee (if any) £ : :
(per Section 28.)
Travelling expenses (if chargeable) £ 10.00. Received by me, 20/8/31.

Committee's Minute

Assigned

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register

W69F 0248

BS due 5.31. Partly held

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.

4.31 now completed

It is submitted that
this vessel is eligible for
THE RECORD.

BS 4.31

How
21.9.31

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation