Rpt. 9.

REC'D NEW YORK AUG 21 1929

No. 156

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

(Received at London Office 30 AUG 1929)

Date of writing Report Aug. 9th. 1929 When handed in at Local Office ✓ 19 Port of Willemstad. Curacao. D.W.I.

No. in Reg. Book. 39051 Survey held at Curacao Date, First Survey April 4th. Last Survey July 27th. 1929. (No. of Visits 10)

on the Machinery of the ~~Wood, Iron or~~ Twin Screw Steel (M.V.) "ZULIA".

Tonnage { Gross 1715 Net 951

Nominal Horse Power { 286

Vessel built at Rotterdam By whom N.V. Burgerhout's M. & S. When 1922-10

Engines made at Stockholm By whom J. & C.S. Bolinders Co. Ltd When 1922

Boilers, when made (Main) ✓ (Donkey) ✓

No. of Main Boilers ✓

Owners A. C. Horn Owners' Address (if not already recorded in Appendix to Register Book).

No. of Donkey Boilers ✓

Managers Port Hamburg Voyage Coasting

Steam Pressure— in Main Boilers ✓

in Donkey Boilers ✓

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. 1047 Port Ams.

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.	Lease Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 3,28		+LMC 11,26
SS. Ant. No1-26		O.G.
		P. 3,28
		S.H. 3,28

Particulars of Examination and Repairs (if any) LMC (M)

(Periodical Surveys, when held, must be reported in detail and seriatim 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. Ref. H 5/3/29, H 4/7/29, E 9 and 16/7/29.

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? ✓

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

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

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? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has screw shaft now been drawn and examined? ✓ 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 ✓

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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? The machinery of this vessel was submitted for Modified Survey in accordance with the Secretary's letter of 5th. March last, Ref. H. The first visit was paid on April 4th. and another on April 20th., when various parts were examined and it was found that considerable repairs and overhaul were necessary, also that more complete opening up than a Modified Survey would normally call for was required. The vessel was not again visited until June 26th., it being understood that a quantity of spare parts of various kinds had been ordered from abroad and, in the meantime, the vessel was operated. Seven visits were paid during July and on July 29th. the Undersigned was informed by the Owner's representative in Curacao that Classification in Lloyd's Register was to be dropped. Letter confirming this was forwarded to London Office on July 30th.

The Recommendations regarding the engines were, generally, as follows:- Both engines to be completely overhauled, crank shafts to be lifted & placed in lathe for truing of journals, bottom halves of main bearings to be remetalled, clutches & fuel pumps to be completely dismantled and overhauled, all pistons to be renewed, pistons of both compressors to be renewed, silencers to be patched where holed, small

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

The foregoing submitted for the information of the Committee.

Survey Fee (~~per Section 28~~) Special £ Hs. 90.00

Special Damage or Repair Fee (if any) (per Section 28.) Cables £ 30.00

Travelling Expenses (if chargeable) £ , ,

Fees applied for Aug. 9th 1929

Received by me, 19

H. Hubbelland.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 24 SEP 1929

Assigned See minute on London Rpt. no. 94251 A

008804-008811-0161

Has a Survey also been held on Ship? No

If so, is the Report sent now, or when will it be sent?

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

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

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

10m.7.28.—Transfer Ink.

cracks in both bedplates in way of gaps for main bearings to be welded or otherwise repaired, all cylinders to be cleaned and water jackets cleared, cylinder heads to be renewed as necessary, riveting of seat for after generator to be overhauled, air pressure tanks, etc., to be cleaned out.

It should be mentioned that when the vessel came into this port last time she was towed in by two tugs, owing to a piston in the starbd. engine having fractured and to the general condition of the machinery.

H.R. McClelland.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.