

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

No. 11252

(Received at London Office

MON. JUN. 7 1920

When handed in at Local Office

10

Port of Rotterdam

held at Rotterdam

Date, First Survey March 3.

Last Survey 10 May 1920

Machinery of the Wood, Iron or Steel T. I. I. India

(No. of Visits 19)

Master E. J. J. J.

YEAR MONTH

Vessel built at Glasgow

By whom Barclay, Currie & Co. Ltd.

When 1917

Engines made at do

By whom do

When 1917

Boilers, when made (Main)

(Donkey)

Owners J. J. J. J.

Port Amsterdam

Voyage Batavia

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

Willems Dock

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  
Assessed  
any  
expired.

Machinery and Boiler  
Surveys  
(including date of N.B., if any).

+ 100 A 7.19

+ L M.C. 6.19  
T.S. 6.19

Carrying Petroleum in Bulk.

No. Port

of Examination and Repairs (if any) + L. M. C.

When held, must be reported in detail and serially in the terms of the Rules. State clearly the any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on (the cause of which must be stated) should be separated from Repairs due to other causes; and ed in the body of the report, should be briefly summarised at the end of the report. State also the any letters respecting this case.

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

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

Normally go inside each Main Boiler separately and make a thorough examination at this time?

Donkey "

State for what reasons?

Boilers could not be thus thoroughly examined? all parts opened out.

Is, in the absence of internal examination, were adopted by the

himself of the thorough efficiency of those parts of each Boiler?

Are the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam? 205 lb.

Are the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? 205 lb.

Are all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boiler?

Are the drain plugs of the Main Boilers?

and of the Donkey Boiler?

Are all the mountings of the Main Boilers?

and of the Donkey Boiler?

Have been drawn and examined?

Both

Is it fitted with continuous liner?

or two liners?

or is it without liners?

Changed? No

If so, state reasons

Is new?

Has it a continuous liner?

or two liners?

or is it without liners?

Have been lignum vitae of stern bush and top of after bearing of screw shaft?

Have been lignum vitae of stern bush and top of after bearing of screw shaft?

Complete state what arrangements have been made for its completion and what remains to be done? Survey complete.

Should in dry dock; propellers removed, examined and gon?

Screw shafts clean, continuous liners and couplings

skinned fair and refitted. Port stentuck found

and removed; hole in stentuck brass tube. Both stentuck

found good and rounded.

stentuck and their fastenings thoroughly overhauled

in order?

stentuck, pistons, slide valves, crank, thrust and tunnel

both engines examined and made good

overhauled, examined and run tunnel and tight.

tunnel and thrust shaft journals and couplings

both engines skinned fair on the both; all plummer

servations, Opinion, and Recommendation:—

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

on required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B. & U.S. 9, 11, or L.M.C. 9, 11,

&c.)

machinery and boilers of their useful being now in good

condition. I am of opinion that the is

to remain as shown with fresh record of + L.M.C. 5.20

with 5.20.

25) £250.00

Fee (if any) £

Chargeable) £95.00

Fees applied for

19

Received by me,

19

T. J. J. J.  
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. JUN. 22 1920

Minute

TUE OCT. 12 1920

TUE. JAN. 25 1921

Lloyd's Register  
Foundation

009004-009007-0105



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.

S. S. No. 1 due 2. 21 now held  
Oil fuel burning installation  
fitted.

It is submitted that  
this vessel is eligible for  
THE RECORD + LMC 5.20.

5.20.

Fitted for oil fuel 5.20.  
F.P. above 150°F.

J.W.D.  
15/6/20

Blocks remounted; all the fitting retained.

Both H.P. cylinders bored out. Liner in Port cylinder removed.  
present diameters 46" H.P. 21 1/4" P.S. 21". The piston rings from all the pistons  
removed. Pumps overhauled examined and made in order.  
Auxiliary pumps overhauled.

The main boiler and auxiliary boiler examined  
internally and externally.

All furnaces from all the boilers picked fair.  
Leakage at furnaces and some made tight.

All boilers tested upon completion of repairs. and  
were found and tight. (tested to 300 lbs.).

Boiler examined under steam and good.

All mounting and fitting thoroughly overhauled  
and put in good working order.

Found down the valves put in order.

All the waterways from all the boilers removed.

Pumping arrangements overhauled and entered  
as per approved plans, Secretary's letter and the Rules.

Oil fuel burning fitting arrangements, made as  
per approved plans and Secretary's letter.

T. W. Bennett



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