

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

(Received at London Office

24 DEC 1952

Date of writing Report 28th Nov. 19 52 When handed in at Local Office

Port of DJAKARTA.

No in Reg. Book suppl. 1. Survey held at Tandjong Priok.

Date. First Survey and Last Survey 31st Oct. 19 52

00253 on the Machinery of the ~~Woolf & Horn~~ Steel m.s. "BETTET"

Tonnage { Gross 230. Vessel built at Sliedrecht By whom NV. Schpsb. en Machfab. "De Klop" Year. Month. Net -- Engines made at Amsterdam. By whom Werkspoor N.V. When -- Nominal { Boilers, when made (Main) -- (Donkey) -- Horse Power { Owners Republik Indonesia Serikat. Owners' Address Djakarta. (if not already recorded in Appendix to Register Book.) No. of Main Boilers -- Managers Port Voyage No. of Donkey Boilers -- If Surveyed Afloat or in Dry Dock In drydock. (State name of Dock.) Droogdok My. "Tandjong Priok". Steam Pressure in Main Boilers in Donkey Boilers

Last Report No. Port Particulars of Examination and Repairs (if any) Condition.

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.

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 through examination at this time?

Donkey

If not, 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?

State latest date of internal examination of each boiler.

Present condition of funnel(s).

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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 Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

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

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No.

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft.

State the wear down in the

stern bush. 1 m.m.

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

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

Vessel placed in drydock. Propeller, outside fastenings and seaconnections examined and found or placed in good condition.

Upon completion of the survey examined the machinery under full working conditions and found in good working and manouvring order.

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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel is in good condition and eligible in my opinion to be continued as classed.

Survey Fee (per Section 29) £ 80,-

Fees applied for 28/11-19.52

Special Damage or Repair Fee (if any) (per Section 29.)

Received by me, 19.

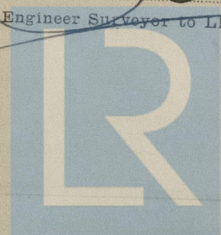
Travelling expenses (if chargeable)

Committee's Minute

TUES. 6 JAN 1953

Assigned See minutes on Rot F.E. Pt. 35490

Engineer Surveyor to Lloyd's Register of Shipping.



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