

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

(Received at London Office

28 AUG 1947)

Date of writing Report.....9-8-47.....XX..... When handed in at Local Office.....19..... Port of GRONINGEN.

No. in Survey held at Harlingen & Delfzijl Date. First Survey 7-5-46 Last Survey 1-8- 19 47.  
Reg. Book. (No. of Visits.....11.....)

on the Machinery of the ~~Wooden~~ Steel M.V. "BATAVIER"

Tonnage { Gross 394.96 Vessel built at Delfzijl By whom Schw. Fa. Gebr. Niestern & Co. Year. Month. 1941 6  
Net 147.58 Engines made at Augsburg By whom Messrs. M.A.N. When 1939  
Nominal { 97.8 Boilers, when made (Main) - (Donkey) -  
Horse Power }  
No. of Main Boilers - Owners Mr. J. Muthert Owners' Address -  
No. of Donkey Boilers - (if not already recorded in Appendix to Register Book.)  
Steam Pressure - Managers - Port of Groningen Voyage -  
in Main Boilers - If Surveyed Afloat or in Dry Dock both Slipway "Welgelegen"  
in Donkey Boilers - (State name of Dock.) at Harlingen.

Last Report No. see 1st Entry Rpt. of Groningen.

## Particulars of Examination and Repairs (if any) Periodical Survey and repairs

(Periodical Surveys, when held, must be reported in detail and serialim 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 not required.

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no boiler

" " Donkey " " " none

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) good

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? yes Has it a continuous liner? no Is an approved oil retaining appliance fitted at the after end? yes

Has shaft now been changed? no 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 22-7-47 State the wear down in the stern bush nihil Is electric light and/or power fitted? light If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? yes see Rpt. 13.

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

Vessel placed on slipway. Propeller, seaconnections and their fastenings examined. Screwshaft drawn and examined.

Examined main engine cylinders, covers, pistons, valves and valve gears, connecting rods with their top and bottom ends, crank, thrust and intermediate shafts. Examined all working parts of auxiliary engines and of main and auxiliary compressors. All starting air receivers examined internally and tested by hydraulic pressure as per Rule required. Separate fuel tank, pumps, pumping arrangements examined. Electrical Equipment examined and tested as required by the Rules. The manoeuvring of the engines tried under working condition. All above parts found or placed in good condition.

Repairs due to damage of which no cause could be stated: Cylinderblock completely renewed.

## 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 a good condition and eligible in my opinion to be classed \*LMC 6-41 with a fresh record of \*LMC 8-47 and OG 8-47.

Survey Fee (per Section 29)..... £1. 177.-- Fees applied for 19  
Special Damage or Repair Fee (if any)..... £1. 175.-- Received by me, 19  
(per Section 29.)  
Travelling expenses (if chargeable)..... £1. : 37.--

Committee's Minute

Assigned See R.E. mch. rpt.

FRI. 19 SEP 1947

Engineer Surveyor to Lloyd's Register of Shipping.



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