

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

Date of writing Report 9th February 1948

When handed in at Local Office

No. in Reg. Book.

Survey held at Batavia

Date, First Survey 1941

Last Survey 21-1-1948

13668 on the Machinery of the Wood, Iron or Steel tug "S O E G I O"

Tonnage { Gross 274  
Net -

Vessel built at Selby

By whom Cochrane &amp; Sons Ltd.

Year. Month. When 1944 5

Nominal Horse Power { 132

Engines made at Hull

By whom Amos &amp; Smith

When

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers 1

Owners N.V. De Bataafsche Petr. Mij

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port

Voyage

Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock

(State name of Dock.)

in Donkey Boilers 200 lb

Particulars of Classification (which must be inserted precisely as in Register Book &amp; 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).
+ 100 A =		+ LMC - 5.44
Sunk by mine 2.48		BS - 4.47
for towing		ISOG 9.47
Services		
Wmd 9.47 11.45		
Fitted for oil fuel 5.44 F.P. above 180°F		

Last Report No. 2074 Port Bat

## Particulars of Examination and Repairs (if any)

(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?

" " 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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 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 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 date of examination of Screw Shaft

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

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

Is electric light and/or power fitted?

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?

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

Vessel's Auxiliary feed pump opened out, examined, cylinders bored out pistons and rings renewed, slidevalves and faces faired.

Feedwaterheater taken out for further examination ashore; to be refitted on return.

## General Observations, Opinion, and Recommendation:—Machinery to be continued as now classed.

(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, E.S. 9.11, E.&M.S. 9.11, & L.M.C. 9.11, or R.L.M.C. 140 lb., F.P., &c.)

CS 2,24,

Survey Fee (per Section 29) £ f. 100

Special Damage or Repair Fee (if any) £ :

Travelling expenses (if chargeable) £ :

Fees applied for 28/1 1948

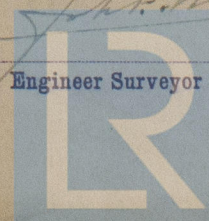
Received by me, 29/1- 1948

Committee's Minute

Assigned

See Wreck Rpt. 13243

Note Rpt. (under by time)



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Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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