

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

(Received at London Office)

DISCLOSED

Date of writing Report

When handed in at Local Office

Port of Batavia

No. in

Survey held at

Tanjong Priok

Date, First Survey

Last Survey

RAY No.

19

(No. of Visits)

Reg. Book.

on the Machinery of the Wood, Iron or Steel

REDSBURG N.N. TOENDJOEK

Tonnage

Gross 6200

Net 3716

Vessel built at Hamburg

By whom Aht. Geo. Vulcan

When 1926 2

Nominal Horse Power

973

Engines made at Ghent

By whom Thomas Houston & Carels

When 1926 2

No. of Main Boilers

Boilers, when made (Main)

(Donkey)

No. of Donkey Boilers

Owners Hamburg - Amerika Packoff

owners' Address

Steam Pressure

Managers Ham - Ann. Linie

Port Hamburg

Voyage

No. of Main Boilers

If Surveyed Afloat or in Dry Dock

(State name of 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 assigned now or later. Machinery and Boiler Surveys (including date of N.B. if any).

12.34 ss. Ham. N.S. 1. - 30

Vessel classed with Germanischer Lloyd.

Last Report No. 6874 Port SNS

Particulars of Examination and Repairs (if any)

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.

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.

as 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 " " " "

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?

was the 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?

was shaft now been changed? If so, state reasons.

was 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

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

was 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

M-60F-Blundell

T3-440/2 - CL-M

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

CS 3, 34,

Survey Fee (per Section 29) £ : :

Fees applied for

19

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

Received by me,

19

Travelling expenses (if chargeable) £ : :

Committee's Minute

TUE. 19 AUG 1941

FRI. 18 SEP 1941

Assigned As now

Without options (19)

St. Peter's 107th W. B. B. B.

No letter

Survey reported

Engineer Surveyor to Lloyd's Register of Shipping.

TUES. 4 APR 1944

LLOYD'S REGISTER

W1060-0032

Some cracked cylinder covers
and the forward starboard
Douglas Porter repaired &
some bearings reinstalled &
minor repairs

It is intended that
this vessel is eligible to
receive an O.D. 488B.

Without special
condition.

Reinstated 107th.

DA

14/8/41

X was consulted about the repairs and reported that
he should state if he was the case DA
see reply 3/9/41

RETAIL

RETAIL



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Lloyd's Register
Foundation