

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

(Received at London Office 13 JUN 1927)

Date of writing Report 10 June 1927 When handed in at Local Office 10 June 1927 Port of AMSTERDAM

No. in Survey held at AMSTERDAM Date, First Survey April 25 Last Survey 4 June 1927

80623 on the Machinery of the WOODXEN Steel Tw.Sc.Sr. "PRINSES JULIANA"

Gross Tonnage 8047 Vessel built at Amsterdam By whom Nederl. Scheepsbouw My. When 1910-9

Net Tonnage 4972 Engines made at Amsterdam By whom Werkspoor When 1910

Nominal Horse Power 1094 Boilers, when made (Main) 1910 (Donkey) -

No. of Main Boilers 3D&2SB Owners Stoomv. My. "Nederland" Owners' Address -

No. of Donkey Boilers - Managers - Port Amsterdam Voyage -

Steam Pressure in Main Boilers 210 Lb. If Surveyed Afloat or in Dry Dock Ams. Dry-deck

in Donkey Boilers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. - Port -

Particulars of Examination and Repairs (if any) A.B.S. repair.

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? Yes

Do. " Donkey " " " " "

If this was not done, state for what reasons? -

And what parts of the Boilers could not be thus thoroughly examined? All parts opened out

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 210 Lb.

Did the Surveyor examine the Safety Valves of 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? Yes , and of the Donkey Boiler? -

Did the Surveyor examine the drain plugs of the Main Boilers? Yes , and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? Yes , and of the Donkey Boiler? -

Has screw shaft now been drawn and examined? Yes 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 the distance betweenignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? A fit.

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

Port and St. double ended boilers remain to be examined in their entirety for completion of the B.S. and this will be done upon the next return of this vessel.

Examined, centre double ended and both the single ended boilers, internally and externally and now in good working order. Mountings and fittings good

All the funnons in both after single ended boilers removed and new funnel fitted. Boilers tested up to completion of repairs to the working pressure and now found and tight

General Observations, Opinion, and Recommendation:-- P.T.B.

(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, or L.M.C. 9,11, 140 Lb. S.D., &c.)

The boilers of this vessel being now in good and efficient condition. I am of opinion that she is eligible to remain as classed, to have full run of B.S. 9,11 when the survey has been completed and rotation of new single ended boiler found acceptable.

Survey Fee (per Section 28) £60.- Fees applied for 19

Special Damage or Repair Fee (if any) £140.- Received by me 4/7/27

Travelling Expenses (if chargeable) £13.- FRI. 17 JUN 1927

Committee's Minute Deferred FRI. 30 SEP 1927

Assigned Deferred FRI. 23 DEC 1927

Works. + NB (1 SB f) 6.27 TUES. 3 APR 1928

W21-0238

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As due 5.27 partly held.

Completion on return.

An additional single andes Parker built under special survey, now fitted.

FNB(1587)6.27

It is submitted that this vessel WILL BE available for the record.

As 6.27 when the survey has been completed as per Report.

Among particulars:-

3DB+3SB.

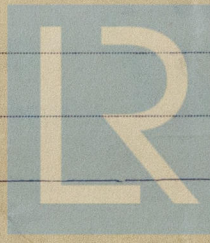
1192 NHP

2704.

GS. 4444

HS. 18435

2011
14/6/27



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OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

An additional single ended boiler has been fitted forward in stockhold and placed in specific rear build in cross bunkers and stowage. Mark in boiler N. 444. and Hamby report hints attached. All boiler mounting, fittings as per Plans and safety valves adjusted. Boiler and boiler pipes in stockhold overhauled. Chassis under new boiler properly fitted.

P.W. Kemmer