

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

(Received at London Office

24 NOV 1930

Date of writing Report Oct. 22nd. 1930. When handed in at Local Office Oct. 23rd. 1930. Port of Hong KongNo. in Reg. Book. 87480 Survey held at Hong Kong Date, First Survey Oct. 13th. Last Survey Oct. 21st. 1930.on the Machinery of the Wood, Iron or Steel Twin Sc. Barge "UTRECHT" (No. of Vents 2)Tonnage { Gross 1362 Vessel built at Amsterdam By whom Nederl. Schps. Maats. When 1909 4mo.{ Net 709 Engines made at Amsterdam By whom NedFb.v.Wrk.& Spoor When 1909 4mo.Nominal Horse Power { 192 Boilers, when made (Main) - (Donkey) 1909 1915No. of Main Boilers - Owners Nederl. Indische Tankstoomboot Maats. Owners' Address -No. of Donkey Boilers 1 Managers - (if not already recorded in Appendix to Register Book).Steam Pressure in Main Boilers - Port Batavia Voyage -in Donkey Boilers 120 If Surveyed Afloat or in Dry Dock Dry Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).Last Report No. 6545 Port Hong KongParticulars of Examination and Repairs (if any) D.B.S.

(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? NoneDo. " Donkey " " " YesIf 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? -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? Yes To what pressure were they afterwards adjusted under steam? 120 lbs.Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - , and of the Donkey Boiler? YesDid the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boiler? -Did the Surveyor examine all the mountings of the Main Boilers? - , and of the Donkey Boiler? YesHas screw shaft now been drawn and examined? No 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 between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? CloseIf the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? Complete.Propellers, all sea cocks and valves and their fastenings examined and found in good condition.Donkey boiler with safety valves and mountings examined and found in good condition.Donkey boiler safety valves adjusted to 120 lbs. satisfactorily.REPAIRS:-Wear & Tear.Two main bearings of starboard main engine renewed and crank shaft re-bedded.Other minor repairs

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

The Donkey Boiler of this vessel is now in good and efficient condition and eligible, in my opinion, to be continued as classed with fresh record of D.B.S. 10,30. (Donkey Boiler Surveyed 10,30.)

Survey Fee (per Section 28)..... \$65.00. Fees applied for 21/10/1930
Special Damage or Repair Fee (if any)..... 2 Received by me, 19
(per Section 28.)
Travelling Expenses (if chargeable)..... \$15.00.

Committee's Minute THE 2 DEC 1930
Assigned D.B.S. 10. 20
W596-0030

J. G. Gifford
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

OBS. due 9.30 Nov held

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Goeking

It is submitted that
this vessel is eligible to
remain as CLASSED.

It is submitted that
this vessel is eligible for
THE RECORD.

OBS. 10.30

How

27.11.30

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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S.S. Muck
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