

TUE. OCT. 28, 1919

No. 10982

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

(Received at London Office)

Writing Report 23/10/19 When handed in at Local Office 19/10/19 Port of Rottterdam
 Survey held at Rottterdam Date, First Survey 17/10/19 Last Survey 15/10/19
 on the Machinery of the Wood, Iron or Steel BALESTRAND Master M. W. M. M. M.
 Gross 2403 Vessel built at Aberdeen Wh By whom Grays Harbour S.B.C. When 1917
 Net 1904 Engines made at Facomma Wh By whom Dunblair When 1917
 Power 200 Boilers, when made (Main) (Donkey) 1917
 Main Boilers Owners P. Klepper & Co. Ltd. Voyage Uelvingor
 Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both
 Pressure in Boilers 11.18 (State name of Dock.) Wilton's Dock

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

CHARACTER.	Year Assigned	Machinery and Boiler Surveys
For Special Survey.	Now	(including date of N.B., if any)
Date of last Survey and of Periodical Surveys.	expired.	
<u>+ 12 A1</u>	<u>11.18</u>	<u>OIL. ENG.</u>
<u>Salted</u>		<u>+ LMC 2.18</u>
		<u>TS (S) 11.18</u>

Report No. 12 A1 Port Rottterdam
 Particulars of Examination and Repairs (if any) Annual Survey

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case. H. 20.5.19

Where 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 done Was a damage report made by anyone else? If so, by whom? Mr. Anderson

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Donkey " " " not due for survey

was not done, state for what reasons? Not done

What parts of the Boilers could not be thus thoroughly examined? None

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? None

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 11.18

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? 11.18

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? no or two liners? Slippers or is it without liners? Yes

Has the shaft now been changed? Yes If so, state reasons SB shaft knifed, port shaft found worn

Has the shaft now fitted new? Yes Has it a continuous liner? part outside two liners? - 4 ft or is it without liners? Yes

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 4 ft

Is the Survey not complete state what arrangements have been made for its completion and what remains to be done? Survey completed

The vessel is reported to have had some trouble with her engines caused by the cooling water pumps getting out of order on various dates on a voyage from Batavia to Rotterdam. Vessel placed in dry dock SB. Port shaft found knifed at after end of centre liner. Shaft removed from ship and replaced by a new S.B. shaft marked +B 643. 9-19. Port shaft found slightly corroded at after end of centre liner. Shaft put on lathe shimmied fair and now kept for spare. New S.B. steel shaft marked L.C. +B. 644. 9-19 fitted. The original shafts had 3 liners, one at each end of shaft and one at the propeller bracket; the new shaft have the heat outside the vessel continuous. Propellers shimmied P.T.O.

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, E.S. 0.11, B.&L. 0.11, or L.M.C. 0.11, 140 lb., F.D., &c.)

The machinery being now in good condition, I am of opinion that the vessel is eligible to remain at sea with record of L.M.C. 10-19 and engine to be surveyed annually and not both T.S. next 10-19.

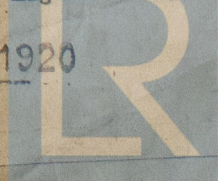
Survey Fee (per Section 28) £100.00 Fees applied for 20/10 19 14
 Special Damage or Repair Fee (if any) £3.50 Received by me, 20/10 19 14
 Working Expenses (if chargeable) £3.50

Committee's Minute FRI. 7-NOV. 1919

Assigned

TUE. 6-JAN. 1920

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W966-0107

Is a Certificate required? If so, to be sent to

