

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report May 22nd. 1920 When handed in at Local Office 1920 Port of Hong Kong

No. in Reg. Book 53115 Survey held at Hong Kong Date, First Survey 14-10-19 Last Survey May 19th. 1920  
(No. of Visits 35)

*Scail 43400*

on the ~~Woods~~ Steel Twin Screw Vessel "LIMBURG" Master Zeylemaker

TONNAGE:- Built at Amsterdam By whom Nederl. Schps. Maats. When 1909 YEAR MONTH 7

GROSS 1221 Owners Nederl. Indische Tankstoomboot Maats. (Bataafsche Petroleum Maats, Mgrs.) Port belonging to Batavia

UNDER DEK. 977 Owners' Address (if not already recorded in Appendix to Register Book)

NET 1141 (if not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? dry & afloat Name of Dock Kowloon Destined Voyage Canton

WB=CellDBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 3211 Port SNG

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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. 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 to whom and why they were declined? Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Bottom, Conversion and Freeboard.

OIL BARGE "LIMBURG" CONVERTED INTO A TWIN, INTERNAL COMBUSTION, MOTOR VESSEL.

Vessel placed in dry dock, bottom, rudder, stern frame, keel and stem cleaned examined and found in good condition, and recoated.

The necessary alterations are:-

The construction of seating in the after hold for the machinery.

The sides of the vessel being closed in to three frames in front of after bulkhead of after cofferdam.

The construction of Engine Room Casing and skylight.

The closing up of connection from main cargo pumps to after cofferdam which is to be used for oil fuel.

(Continued on Sheet No.2)

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Dblng. Plates under Soundng Pipes	Copper, or Y.M. of Wood Vessels (State if on Bell.)
Decks <u>Good</u>	<u>Good</u>	<u>Good</u>	When put on, Month Year
Caulking of Decks	Inner Bottom Plating <u>Yes</u>	Engine Room Skylights	Boats <u>Good</u>
Waterways	State if Tanks have been examined inside <u>Yes</u>	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c. <u>Beck</u>
Coamings	State if Tanks now tested <u>Yes</u>	Scuppers	Condition, how ascertained <u>No</u>
Beams & Fastenings	Bulkheads <u>Good</u>	Cargo Hatchways	(State if wedges removed)
Outside Plating	Ceiling	Hatches	Sails <u>Sufficient</u>
Caulking of ditto	Cement or Asphalt (State white.)	Planking of Wood Vessels	Equipment letter <u>g</u>
Rivets	Rudder	Caulking ditto	Anchors, No. of <u>2B 1S 1K</u>
Breasthooks & Crutches	Steering gear and its connections	Treenails ditto	Cables (State if now ranged) <u>Yes</u>
Transoms	Windlass	Breasthooks & Stemson ditto	" length 270 size 1,11/16
Frames	Have Pumps new been examined and found efficient? <u>Yes</u>	Transoms, Pointers, & Crutches ditto	" (on board) 270 size 1,11/16
Reverse Frames	Have Sluice Valves new been examined and found efficient?	Timbers of Frame at openings ditto	" Rule length 270 size 1,11/16
Floors	Have Watertight Doors new been examined and found efficient?	Ditto ditto at other places ditto	Hawser & Warps <u>Good</u>
Keelsons		Stringers, Clamps & Shells ditto	Standing & Running Rigging
		Salting ditto (State if examined.)	

### General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and pbND15, &c."

The alterations to this vessel have been carried out in general conformity with the plans and the rules and is eligible in my opinion to be classed 100A1 with twin screw motor vessel, with fresh record of survey 5,1920. Subject to one Bower Anchor of proper weight and test being supplied at earliest convenience. Carrying Petroleum in bulk.

Survey Fee (per Section 28)	\$250.00	Fees applied for, 19/5 20
Special Damage or Repair Fee (if any) (per Sec. 29)	—	Received by me, 19
Travelling Expenses (if chargeable)	\$ 65.00	
Second Surveyor's Fee (if any)	—	

Committee's Minute FRI. JUL. 30 1920

Character Assigned 100A1 Barge (in Steamer Register) Carrying Petroleum in bulk Subject to one Bower Anchor of proper weight and test being supplied at earliest convenience.

*Mc 5:20 (oil engine) T.E. 5:20 N.D.B 20*

*John S. Gardner*  
Surveyor to Lloyd's Register of Shipping.

TUE. SEP. 21 1920  
FRI. 4 MAR. 1921  
FRI. 9 SEP. 1921

Lloyd's Register Foundation

HULL OF "LIMBURG"

Hand steering gear is replaced by a combined Hand and Steam Steering Gear.  
Horn brackets fitted.

Large keel fitted, Oil tanks retested after fitting same.  
Engine seatings constructed (as shown on enclosed sketch).

DECK OF VESSEL

Decks of vessel closed in to form accommodation for Officers and Engineers on trunk deck  
three frames forward of after cofferdam of 6/20" plating with frames 4" x 3" x 6/20"  
spaced 23" apart and web frames at intervals, beams 5" x 3" x 7/20" all in accordance with  
plan enclosed. Service tanks between upper deck and trunk deck fitted in accordance with  
plan for fresh water and daily service, oil tanks tested.

ENGINE ROOM OPENINGS

Engine room openings enclosed by steel casings inside Poop of 5/20" plating and 6/20"  
plating and fitted with steel skylight.

Top of casing and accommodation sheathed with 2 1/4" Teakwood forming a boat deck.

HORN BRACKETS.

Horn brackets of very heavy type fitted in accordance with enclosed plan, (cast steel  
brackets being sent from home) Doubling plates were fitted in way of top arm connection,  
and cross stiffening fitted on inside of vessel.

TURTLE BACK

Turtle back poop space is used for galleys.

Engine machinery was tried and worked well and no vibration was noted.

It is requested that the matter of freeboard be considered as soon as plan of the  
alterations are forwarded. (ENCLOSED)

Hand steering gear was tested and found to work satisfactorily.

Vessel steamed 8.04 knots on the trials.

Whole of the Electric light wires were renewed as per Rpt. 13.

Pumping arrangements and ventilators are in accordance with the rules.

Longitudinal bulkhead in Engine Room in form of a bracket was not removed.

New two cylinder steam engine fitted direct connected to windlass.

New warping winch fitted aft, two new friction winches and one ordinary cargo winch  
fitted on deck.

Old capstan removed and steam driven warping winch fitted in its place on two channel  
decks and deck underneath stiffened.

New key boiler fitted for general purposes.

New extra teak lifeboat with davits, blocks and tackle complete and placed on top of  
accommodation.

New aft peak tank 8'-0" long capacity 36 tons.

Alterations in this vessel are somewhat similar to those carried out in the T.S.M.V.  
"MUNTE" Rpt. No. 4893

WORKS NOW DONE (Wear & Tear)

New plate fitted to stem at forefoot.

Number of shell rivets renewed.

New bulkhead brackets to deck renewed in after cofferdam.

SPECIAL REASONS:- Not dealt with at this time.

John. S. Gardner



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