

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

(Received at London Office

19 MAR 1928

Date of writing Report Feb. 14th. 28. When handed in at Local Office Feb. 14th. 28. Port of Hong Kong

No. in Reg. Book 36944 Survey held at Hong Kong Date, First Survey Jan. 20th. Last Survey Feb. 11th. 1928  
(No. of Visits 10)

on the Machinery of the Wood, Iron or Steel Se. 2 Twin Mats. "TJILBOET"  
Tonnage { Gross 5760 Vessel built at Rotterdam By whom Maats. Fyenoord When 1918 2mo.  
Net 3625 Engines made at Rotterdam By whom Maats. Fyenoord When 1918 2mo.  
Nominal Horse Power 544 Boilers, when made (Main) 1918 (Donkey) -  
No. of Main Boilers 3 Owners Java-China-Japan Lijn Port Batavia Voyage Dalny  
No. of Donkey Boilers - Managers -  
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock Dry  
in Donkey Boilers - (State name of Dock.) Taikoo

Last Report No. 6233 Port Hong Kong  
Particulars of Examination and Repairs (if any) L.M.C. & T.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 Damage Report made  
No

Was a damage report made by anyone else? If so, by whom? Yes

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? None

Do. " Donkey " " " -

If 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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lbs.

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? 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? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? No If so, state reasons - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Is the shaft now fitted new? - Has it a continuous liner? -

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? 3/16"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completa. (See also report No. 6160)

All tank and bilge suction piping to fore end of the vessel and connected to existing valve boxes renewed

on stockhold forward bulkhead, in the same position and sizes as before.

All deck steam and exhaust pipes and deck service pipes salvaged from the wreck, repaired as necessary and connected up in order.

Electric wiring renewed to fore end of vessel, old fittings salvaged from the wreck were used.

Wireless set connected up in order.

Tail shaft & propeller examined and replaced in order.

Machinery generally examined & found satisfactory.

All boilers with safety valves & mountings examined and found in good condition.

All boiler safety valves adjusted to 180 lbs. satisfactorily.

Condenser retubed and tested. (See note)

Machinery tested under working conditions & found satisfactory.

(Continued on sheet No. 2)

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 Boilers, Machinery & Propeller Shaft of this vessel are now in good and efficient condition

and eligible, in my opinion to be continued as classed with fresh record of L.M.C. 2, 28. (Lloyd's

Machinery Certificate 2, 28.) & Record of Tail Shaft seen C.L. 2, 28.

Survey Fee (per Section 28) \$200.00.

Special Damage or Repair Fee (if any) 2

Travelling Expenses (if chargeable) \$30.00.

Fees applied for 12/2/1928

Received by me, 27.4.1928

Engine Surveyor to Lloyd's Register of Shipping.

W223-0145

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Lloyd's Register

Foundation



Grounding damage.  
Survey of machinery completed  
(See HKg. Report 6160)

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.

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

7 June 1928

52.28.

254  
24/3/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.