

TUE OCT 28 1919 - No. 10902

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

(Received at London Office)

of writing Report 23/10/19 When handed in at Local Office

19 Port of Rotterdam

Survey held at Rotterdam Date, First Survey 17/2/19 Last Survey 14/2/19  
on the Machinery of the Wood, Iron or Steel (No. of Visits 14)Gross 2403 Ax 19% 'BALESTRAND Master M. Marshall YEAR. MONTH.  
Net 1904  
Power 200Main Boilers  
Donkey Boilers  
Pressure  
Boilers  
Donkey Boilers

If Surveyed Afloat or in Dry Dock Bulk Voyage Lebinger

(State name of Dock) Willows Dock

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

CHARACTER, X for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now exp'd.	Machinery and Boiler Surveys (including date of N.B., if any)
+ 12 A 1	11-18	OIL. ENG.
		+ LMC 2.18
Salted		TS(S) 11/18

Report No. Port

Particulars of Examination and Repairs (if any) Annual Survey

Actual Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent 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 as being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case. H. S. S. 19

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? No, nothing 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? ✓ not done for survey

Donkey " " "

was not done, state for what reasons? ✓

what parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

crew shaft now been drawn and examined? Yes Is it fitted with continuous liner? no or two liners? Liner or is it without liners? ✓

shaft now been changed? If so, state reasons 53 shaft knifed with shaft covers on screw shaft outside two liners? ✓ or is it without liners? ✓

shaft now fitted new? Yes Has it a continuous liner? part outside two liners? ✓ or is it without liners? ✓

the distance between lignum vitae of stern bush and top of after bearing of screw shaft? ✓

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

and is reported to have had some trouble with her

motors caused by the condenser water pump getting out of

order on various dates on a voyage from Batavia to Rotterdam

Vessel placed in dry dock 53 shaft found knifed at

starboard end of centre liner. Shaft removed from ship and

replaced by a new steel shaft marked 4B 643.9-19. ✓

Shaft found slightly corroded at after end of centre liner

bush put on with skinned hair and not kept for shore, ✓

replaced by a steel shaft marked L. + E. 644.9-19 fitted

The original shaft had 3 liners one at each end of stern

and one at the propeller bracket; the new shaft have

the bush outside the vessel continuous. Propeller shaft

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, &amp;c.; thus, for example, B.S. 9.11, B&amp;M.C. 9.11, or L.M.C. 9.11, 140 lb., F.D., &amp;c.)

The vessel was being now in good condition, I am of opinion that she would be eligible to remain as stand with record of LMC 10-19 oil engine to be surveyed annually and nothing further to do.

Survey Fee (per Section 18) \$100.00 Fees applied for 20/10/1919

Special Damage or Repair Fee (if any) per Section 23 \$3.50 Received by me, 20/10/1919

Vessel Expenses (if chargeable) Td. M.C. 10.19

Committee's Minute FRI 7 NOV 1919 TUE 6 JAN 1920

Signed

Lloyd's Register Foundation

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

S. B. J. B. 2020

Annual survey of oil engine due 2.19 now

Both screw shafts removed  
considerable repairs effected  
to machinery

It is submitted that  
this vessel is eligible for  
**THE RECORD.** + L.M.C. 10.19

Both N.S. 10.19

D.  
30/10/19

N.B.—If this Report is copied by Copying Press, especia 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.

Commodities and supplies arranged  
in cabin hold and steerage and general  
store and crew's stores arranged and  
in order. Paint & varnish applied and  
cabin and deck cleaned and painted in order  
by an experienced ship's carpenter and  
in good order. In the steerage have been made a  
make good. Paints & varnishes arranged  
and painting recent examined and found in order.  
Takes cleaned examined and found in order.  
Provisions kept under lock & key under the  
house working and receiving satisfactory.  
Repairs carried out.

Surrounding deck fittings arranged and examined, &  
repainted or stained, all engineering parts repaired  
and new compass added. Oil burner, boiler, &  
cabin stoves, etc. all maintained  
both engines & shafts all maintained  
& copper for protection has been applied & painted  
over hauls, valves, propeller, rudder & keel  
rudder & tiller, steering gear, compass, rudder and rudder  
stock, compass, rudder and helm arranged  
Cabining made smooth & polished and whitewashed  
screw shafts, propeller arranged with 4 new washers  
shuts and T pieces.

Painted by ship's carpenter and engineer  
and, the cabin floor rearranged, compass mounted  
but no cabin and deck paint, compass, and boiler  
removed. Paints, turpentine, whitewash, glass, coal-tar, paint  
etc. took away. Painted under and fresh timber  
purchased when required

\* THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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