

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

9 JUN 1950

Date of writing Report 26-5-1950 When handed in at Local Office 19 Port of Rotterdam

No in Reg. Book. Survey held at Schiedam Date First Survey 22-3-50 Last Survey 10-4-1950 (No. of Visits 7)

54031 on the Machinery of the Wood, Iron or Steel 16" BRITSUM

Tonnage Gross 7160 Net 4158 Vessel built at Sunderland By whom J.H. Thompson & Sons Ltd. When 1941 12  
Engines made at Sunderland By whom N.E. Marine Eng. Co (1938) Ltd. When 1941  
Nominal Horse Power 506 M.H.P. Boilers, when made (Main) 1941 (Donkey)  
No. of Main Boilers 2 S.B. Owners N.T. Stomward Maats. Oostree Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers N. & L. Lomen Port Amsterdam Voyage

No. of Donkey Boilers 4 Steam Pressure in Main Boilers 220 If Surveyed Afloat or Dry Dock G.F. Yacht (State name of Dock.)

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100 A1 with feedboard Sch. 12.49 M.Sch. 2.47		H.M.C. B.S. 6.49 C.L. No. 12.49 M.S. 2.47

in Donkey Boilers  
Last Report No. 31897 Port ROT  
Particulars of Examination and Repairs (if any) super heated steam

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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

Where 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 through examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time?

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?

State latest date of internal examination of each boiler

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the stern bush.

Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done.

This engine has now been fitted with superheated steam, patent of the North Eastern Marine engineering Co. Walldens on Type.  
Port and starboard main boilers in wing combustion chambers & rows of stays in back plate removed and stay tubes fitted for passing superheated pipes. Boilers afterwards tested. Super heaters tested after erecting and found tight.  
Steam pipes and feed pipes tested and found tight.  
A steam heater placed in steam line HP and MP. Mashed flays.  
All certificates of material used attached to the report.  
Heating surfaces super heaters 807 sq ft. Safety valves of 2" adjusted under steam to 225 lb.

The plans for this alteration already sent to London 4-4-50. no reply yet.

### 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, BS 9,11, B&MS 9,11, LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel is in good condition and eligible in my opinion to remain as classed.

Survey Fee (per Section 29) *alter.* 190.50 Fees applied for 30.5 19.50  
Special Damage or Repair Fee (if any) (per Section 29.)  
Travelling expenses (if chargeable) 10.00 Received by me, 19  
Committee's Minute  
Assigned *As now*

TUES 27 JUN 1950

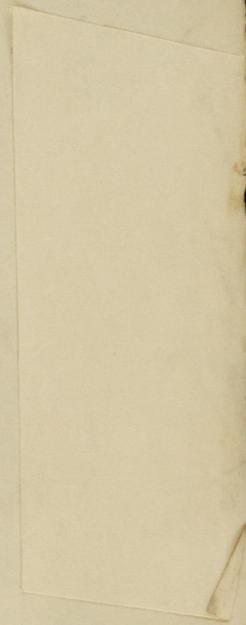
Engineer Surveyor to Lloyd's Register of Shipping.



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Foundation