Rpt. 9.

No. 32332

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. 03995 54031 Survey held at Schiedam. Date. First Survey 22-3-50 Last Survey 10-4-1950 (No. of Visits 7)

on the Machinery of the ~~Wood, Iron or~~ Steel "B" BRITSUM"

Tonnage { Gross 7160 Net 4158

Nominal Horse Power { 526 N.H.P.

No. of Main Boilers 1 Pair S.B. 2 S.B.

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 220 lb

in Donkey Boilers ✓

Vessel built at Sunderland By whom J.L. Thompson & Sons Ld. When Year 1941 Month 12

Engines made at Sunderland By whom N.E. Marine Eng. Co (1938) Ltd. When 1941

Boilers, when made (Main) 1941 (Donkey) ✓

Owners N.V. Stoomvaart Maats. Oostzee Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Vinke & Loren Port Amsterdam Voyage ✓

If Surveyed Afloat or Dry Dock W.F. Yard. (State name of Dock.)

Last Report No. 31899 Port ROT

Particulars of Examination and Repairs (if any) superheated steam

Periodical Surveys, when held, must be reported in detail and seriatim 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 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 ✓

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		+L.M.C.
with freeboard		B.S. 6.49
Sch. 12.49		C.L. N. 12.49
M.S. Sch. 2.47		M.S. 2.47
Fitted for OF 4/48 F/P above (50)		

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 ✓

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? ✓

" " Donkey " " " ✓

If not, 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? ✓

State latest date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

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

Was 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. Wallsend on Tyne.
Port and starb main boiler in wing combustion chambers & 2 rows of stays in back plate removed and stay tubes fitted for passing superheater pipes. Boilers afterwards tested. Super heaters tested after erecting and found tight.
Steam pipes and feed pipes tested and found tight.
2 steam heater placed in steam line HP and MP. Marked Lloyds.
All certificates of material used attached to the report.
Heating surface superheaters 805 ft². Safety valves ϕ 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 CS 3,34 140 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

Special Damage or Repair Fee (if any) (per Section 29.)

Travelling expenses (if chargeable) £10.50

Fees applied for 30/5 1950

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute ✓

TUES. 27 JUN 1950

Assigned As now

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

Insert Character of Ship and Machinery precisely as in the Register Book.