

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

(Received at London Office

DEC 29 1939

Date of writing Report 10-12-1939 When handed in at Local Office

Port of Rotterdam

No. in Survey held at Rotterdam

Date, First Survey 13-12-39 Last Survey 13-12-1939

1/33 on the Machinery of the Wood, Iron or Steel S/S "BOSKOP"

(No. of Visits 1)

Gross 5610
Net 3394

Vessel built at Rijnhuizen

By whom W.C. G. Giesse, Home When 1927-7

Nominal Horse Power 522

Engines made at Rotterdam

By whom R. H. Drogdala, When do

No. of Main Boilers 3

Boilers, when made (Main) 1927

(Donkey)

No. of Donkey Boilers

Managers

Owners' Address

(if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 200

H Surveyed Afloat or in Dry Dock City Dock

(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 elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 PSI		+ LMC
city, fairboard		M.S. 5.39
Steam 5.39		B.S. 9.39
Steam 10.3.39		C.L.N. 5.39
Steam 10.3.39		
Boiler 10.3.39		
Fitted with fuel 7.2		AP. 40.

Last Report No. Port

Particulars of Examination and Repairs (if any) Cond + T.S.

Periodical Surveys, when held, must be reported in detail and seriatim 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 details and initials of any letters respecting this case.

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 thorough examination at this time?

" " Donkey " " " "

Was this 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?

What latest date of internal examination of each boiler

Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

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?

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 screw shaft now been drawn and examined?

Is it fitted with continuous liner?

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

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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What date of examination of Screw Shaft 13-12-39 State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 3 in

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

Is electric light and/or power fitted?

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?

Is the Survey not complete, state what arrangements have been made for its completion and what remains to be done Complete

Work on pontoon. Propeller, sternbush and outer fastenings exam'd and found good. Tailshaft drawn, exam'd and found good.

General Observations, Opinion, and Recommendation:—The machinery being now in order

(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, E.&M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

I am of opinion that this vessel is eligible to remain as classed with notation of T.S. run 12-39.

Survey Fee (per Section 29) £ 15.00

Special Damage or Repair Fee (if any) £

Travelling expenses (if chargeable) £ 15.00

Fees applied for

21.16.19 39

Received by me,

19

Committee's Minute

Assigned

FRI 12 JAN 1940

As run

H. Haselt 2020
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

002515-002521-0142

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

S.12.39

JRM

11.1.90



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