

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

(Received at London Office) DEC 29 1939

Date of writing Report 20-12-39. When handed in at Local Office 19 Port of Rotterdam.
No. in Survey held at Rotterdam. Date, First Survey 13-12-39 Last Survey 13-12-1939
1133 on the Machinery of the Wood, Iron or Steel 5/5 "BOSKOP"

Gross Tonnage 5610 Net 3394 Vessel built at Rijnhuizen By whom W.C. Old Giesse, Gron. When 1927-7
Engines made at Rotterdam By whom R. H. Drogdoff, N.Y. When do.
Boilers, when made (Main) 1927 (Donkey)
Owners Konink. Neder. Stoom. Mij. Owners' Address
Managers (if not already recorded in Appendix to Register Book.)
Port Amsterdam Voyage
Surveyed Afloat or in Dry Dock City Dock (State name of Dock.)

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 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 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 thorough examination at this time?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough 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?

What is the latest date of internal examination of each boiler?

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

What is the date of examination of Screw Shaft? State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft.

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.

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

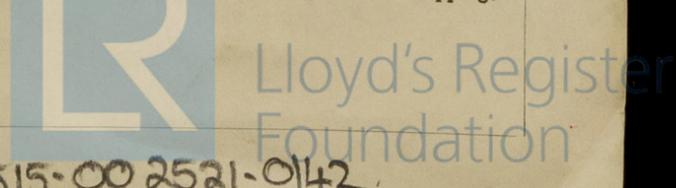
CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year Month.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1		+LMC
with feedback		M.S. 5.39
Steam 5.39		D.S. 9.39
W. Steam 10.3.39		C.L.N. 5.39
W. Steam 10.3.39		
Boiler Steam		
Fitted with fuel 7.2		

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, B.&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. sun 12-39.

Survey Fee (per Section 29) £ 25.00 Fees applied for 26.16.19 39
Special Damage or Repair Fee (if any) (per Section 29.) £ :
Travelling expenses (if chargeable) £ 15.00 Received by me, 19

Committee's Minute Assigned As now

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



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

S.12.39

JRM

11.1.90



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Foundation