

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

(Received at London Office

-6 NOV 1934)

Date of writing Report 1 Nov 1934 when handed in at Local Office 19 Port of Amsterdam

No. in Reg. Book. Survey held at Amsterdam Date, First Survey 22 Aug Last Survey 9 Oct 1934
 on the Machinery of the Wood, Iron or Steel Trim for M.V. "BLOEMFONTEYN" (No. of Visits 5)

Tonnage { Gross 10075
 Net 6115 Vessel built at Amsterdam By whom N.V. Ned. Scheepb. M⁴ When 1934
 Engines made at Hengelo By whom Gebr. Lohk & Co When 1934
 Boilers, when made (Main ✓ (Donkey) 1934)
 Owners Kerun Ned. Scheepb. M⁴ Owners' Address S Groenhoug
 Managers Kerun Ned. Scheepb. M⁴ (if not already recorded in Appendix to Register Book.)
 Port S Groenhoug Voyage
 Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock ✓ (State name of Dock.)
 in Donkey Boilers 120 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) filling donkey boiler

(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 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. ✓)

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 thorough examination at this time? ✓

" " Donkey " " " " ✓

If this was not done, state for what reasons? ✓

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

Also 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 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? 120 lbs

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

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

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

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? ✓

State 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? ✓

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

Two Clarkson donkey boilers Prop numbers 12606/12607 marked have been placed
N^o 19324 4404 D S P E S P 2804 B S W P 1204 B S J.S.C. P-2-24
N^o 19320 4404 D S P E S P 2804 B S W P 1204 B S J.S.C. 16-2-24
aboard in way of main deck Motor casing = Port & SB
good & efficiently fastened.
Drum safety valves = 50 mm, casing gear fitted
Boilers insulated. Safety valves adjusted to 120 lbs.
Mountings & fastenings in & good.
Please Attach to Glasgow report 54225 and 54226

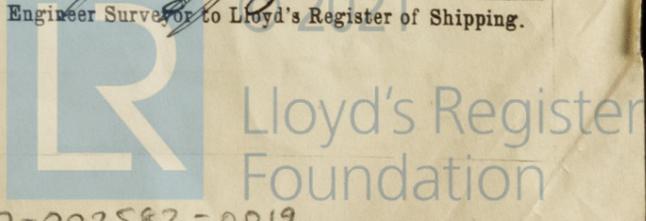
General Observations, Opinion, and Recommendation:—
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)
 CS 334.

For the Committee's information

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

J. Burdett
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
 Assigned See Ann. J.E. Rpt



10m 534.—Tr
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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