

WRECK
SECTION

No.

5 SEP 1959

WRECK
SECTION

No.

Rpt. 9

Date of writing report 24-8-59
Survey held at ROTTERDAM

Received London
No. of visits 1

Port of ROTTERDAM
First date and Last date 20-8-59

No. 47884

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 08971 Name S.S. "DU IVENDYK" Gross tons 8338 Date of build 1930
Owners N.V. Ned. Amerikaanse Stoomv. Mij. Managers (Holland Amerika Lijn) Port of Registry Rotterdam
Engines made 23, refitted 30 By Blohm & Voss of Hamburg Type St. Turbines MW (1603)

No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 2 DB & 2 SB W.P. 213 Lbs Spt.
H.S. (23523)
No. of Aux./Donkey Boilers W.P. --

Records of Survey & Special Notations as per Register Book

Surveyed Afloat or in Dry Dock afloat
Nature of Survey Comm. M.B.S. S.R.L.
Was Damage Report issued? no Int. Cert. attached
Last Report (For Head Office only)

Hull	Boiler made 22, refitted 30 Machinery
*100A1	E.S. 7-57
classed 11-46	M.B.S. 7-58
D.S. 12-58	T.S.-N. 12-58 CL
S.S.(Dr) 7-57	Sps 7-58
	O.F.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus ∇ should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft Tubeshaft been drawn? Date of Examination Has Shaft been changed?
Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side Centre
4 Crankpins & Bearings Side Centre
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods
7 Connecting Rods & Top Ends
8 Crankpins & Bearings
9 Journals & Bearings
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods
12 Connecting Rods & Top Ends
13 Crankpins & Bearings
14 Journals & Bearings
15 Levers

16 SCAVENGE BLOWERS
17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel is in good condition and eligible in my opinion to remain as classed with fresh record of M.B.S. 8-59 when completed, subject to teeth wheel on intermediate shaft of windlass to be specially examined before the end of August, 1960 (1 year limit)

Date of Committee TUESDAY 15 SEP 1959
Decision Deferred for comp MBS (subject)

Noted
for
Header



© 2021

Engineer Surveyor to Lloyd's Register of Shipping
D. Kampman

Lloyd's Register
Foundation

003019-008037-0103

If certificate is required state where to be sent

- 32 Essential Independent Pumps (Identify by position).....
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices..... 40 Auxiliary.....
- 39 Air Receivers & Safety devices—Main.....
- 41 Oil Fuel Tanks (Not forming part of hull structure).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

		ELECTRICAL EQUIPMENT	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			l Generators & Governors.....
b Exciters.....			m Motors.....
c Air Coolers.....			n Switchboards & Fittings.....
d Motors.....			o Circuit Breakers.....
e Air Coolers.....			p Cables.....
f Control Gear, Cables, etc.....			q Insulation Resistance.....
g Insulation Resistance.....			r Steering Gear Generators and Motors.....
h Insulating Oil Test.....			s Navigation Light Indicators.....
i Overspeed Governors.....			
j Magnetic Couplings.....			
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN Starboard forward, starboard aft, Port aft 20-8-59 good

Superheaters good

Safety Valves good

Mountings, Doors & Fastenings good

Safety Valves Adjusted to { Sat. Spt. good

Boiler Securing Arrangements good

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? no Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? yes Funnel good

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

To complete the M.B.S. the Port forward boiler remains to be examined in its entirety, safety valves of all boilers to be adjusted under steam, steam smothering, fuel oil units and remote controls to be examined working.

Ship has now left and proceeded to Japan to be broken up.

Interim certificate issued by Baltimore Surveyors dated 13-5-59 sighted examined repairs to windlass and found to be continued efficient.

Recommended same to be specially examined before the end of August, 1960 (1 year limit).

LEAVE THIS SPACE BLANK

Survey fees Fl. 240.-

Damage fee ...

Expenses... 3.-

Date when A/c rendered

31-8-1959

© 2021

Lloyd's Register Foundation