

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

(Received at London Office)

13 MAY 1925

Date of writing Report 12.5.25 When handed in at Local Office

10

Port of Rotterdam

in Book.

Survey held at Schiedam

Date, First Survey

5.5.25 Last Survey 9.5.1925

on the Machinery of the Wood, Iron or Steel

"STAD VLAARDINGEN"

Gross 6377
Net 3809

Vessel built at Flensburg

By whom

Elenb. Schiffel G. When 1925

Engines made at Flensburg

By whom

Elenb. Schiffel G. When 1925

Boilers, when made (Main)

(Donkey)

Owners Halcyon Lyn

Port

Rotterdam Voyage

Managers

If Surveyed Afloat or in Dry 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
Assigned
and
expired.Machinery and Boiler
Surveys
(including date of N.B., if any).

100A1.

Report No.

Port

Particulars of Examination and Repairs (if any) Repairs

Medical Surveys, when held, must be reported in detail and serially 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined.

Has 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 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?

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 Boiler?

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?

Has screw shaft now been drawn and examined?

No 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 shaft now fitted new?

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 distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

1/16"

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

Vessel placed in dry dock, propeller, after end of shaft and stern bush and stem tube examined and found in order

Shafting opened up for owners, found white metal in 3 top halves of main bearing brasses, broken and started, white metal now renewed, white metal in 3 other top halves of main bearing brasses slack, same now rehammered and bored out.

General Observations, Opinion, and Recommendation:— The machinery being 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. 6, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.) now in order, I am of opinion that this vessel is eligible to be classed as recommended

By Fee (per Section 28.)

No fee charged

Fees applied for

Additional Damage or Repair Fee (if any)

19

(per Section 28.)

Working Expenses (if chargeable)

£

Received by me,

19

Committee's Minute

FRI. 12 JUN 1925

TUES. 16 JUN 1925

Signed

As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003240-003244-0134

*See separate
Enclosure*

N.B. - If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.



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Lloyd's Register
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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