

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

(Received at London Office) 13 MAY 1925

of writing Report 12.5.25 When handed in at Local Office 10 Port of Rotterdam

in Survey held at Schiedam Date, First Survey 5.5.25 Last Survey 9.5.1925

Book on the Machinery of the Wood, Iron or Steel ~~SC~~ "STAD VLAARDINGEN"

Age { Gross 6377 Net 3809 Vessel built at Flensburg By whom Flensb. Schiffb. G. When 1925

Engines made at Flensburg By whom Flensb. Schiffb. G. When 1925

Boilers, when made (Main) (Donkey)

Main Boilers Owners Galcyon Lynn Port Rotterdam Voyage

Donkey Boilers Managers

Main Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)

Donkey Boilers

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 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 seriatim 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 damage 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Was a thorough examination of the Main Boilers 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 the 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 the shaft now been changed? If so, state reasons

Has the 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? $\frac{1}{16}$ "

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

Vessel placed in drydock, 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 now in order, I am of opinion that this vessel is eligible to be classed as recommended

Survey Fee (per Section 28) No fee charged

Special Damage or Repair Fee (if any) (per Section 28.)

Printing Expenses (if chargeable) £

Fees applied for 19

Received by me, 19

Committee's Minute FRI. 12 JUN 1925

Signed As now

TUES. 16 JUN 1925

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



THIS MACHINE NOT TO WRITE A CROSS

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

If a Certificate required, it so, to be sent to

