

B.C.

No. 27565

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

19 MAY 1952

Surveying Report 5 May 1952 When handed in at Local Office 5 May 1952 Port of Antwerp  
 Survey held at Ruppelmonde Date First Survey 23 February Last Survey 5 April 1952  
 (No. of Visits 7)

In the Machinery of the Wood, Iron or Steel T.W. S. M/V. "STIENTJE MENSINGA"

Vessel built at 499 By whom 1949  
 Engines made at Eolechester By whom Jacey, Paxman & Co. Ltd. When 1949  
 Boilers, when made (Main) (Donkey)  
 Owners A.L. Oosterhuis Owners' Address  
 (if not already recorded in Appendix to Register Book.)  
 Managers N.V. Scheepw.-Redr. "Grundo" Port Delft Voyage  
 If Surveyed Afloat or in Dry Dock On slipway at Ruppelmonde  
 (State name of Dock.) + Riverside.

Particulars of Classification (which must be inserted in Register Book & Supplements.)  
 CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.  
 Years assigned now expired.  
 Machinery and Boiler Surveys (including date of N.B., if any)  
 BS 11.51  
 SS Rot. - 2.49  
 A.S. - 11.51  
 MBS 2.49  
 MS 1.51  
 BS PN 5.50  
 SN 12.50  
 TP 11.51  
 6th Eng.

of Examination and Repairs (if any) Main Eng. Damage & repairs.  
 Repairs, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the cause of which must be stated should be separated from Repairs due to other causes; and besides the body of the report, should be briefly summarised at the end of the report. State also the dates and letters respecting this case.

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. Yes, but not required.  
 port made by anyone else? If so, by whom? Yes, the Underwriters surveyor.

personally go inside each Main Boiler separately and make a through examination at this time? Yes.  
 " Donkey " " " " "

What reasons? What parts of the Boilers could not be thus thoroughly examined?

ans, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler?

of internal examination of each boiler. Present condition of funnel(s).

examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

examine all the mountings of the Main Boilers? and of the Donkey Boilers?

it now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

n changed? No If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the

0.6 Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear cables and fuses?

resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

n referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

ot complete, state what arrangements have been made for its completion and what remains to be done.

1. stated to have been sustained to Starbo's propeller, cause unknown.

2. stated to have been sustained to the Port Main Engine on the 22<sup>nd</sup> February 1952, due to oil failure, during the voyage Delft - Antwerp. Vessel proceeds to Antwerp with Starbo's only.

For damage N°1. Vessel on slipway: Examined propellers, afterends of stern bushes, and outside

engs. Upon examination 2 blades of Starbo's propeller found bent. Starbo's propeller removed, damaged blades fairer and propeller refitted.

For damage N°2. Port Main engine completely opened out, examined and found crankpins

balls bent and badly scored, also the piston gudgeon pins with subsequent failure of metal.

As requested both main engines now removed and two new Paxman motors (Type 12 RPH)

delivered. The 2 motors now fitted were reconditioned under the supervision of a British

in surveyor in 1948. Both motors were reexamined by Mr. Newton, Lloyd's Surveyor, (Cont'd).

ervations, Opinion, and Recommendation:—

arty 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

teration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9.11, B&MS 9.11, LMC 9.11 or

140 lb., FD, &c.)

inery of this vessel, as now seen, is in good condition, and in my opinion eligible to remain

with fresh record of N.E. fitted 4.52.

Install. Motor B. 5000,- Fees applied for 15-5-1952

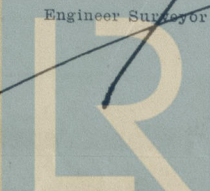
Repair Fee (if any) B. 3500,- Received by me, 19

(if chargeable) B. 550,-

As new NE made - fitted 4.52

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

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



Lloyd's Register  
Foundation

003513-003524-013512



Port of *Antwerp*Continuation of Report No. *87565* dated *5-5-52*

on the

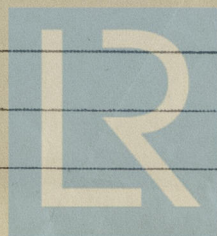
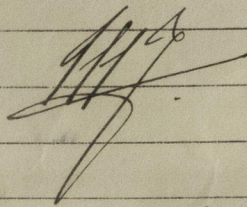
*at Hull, and a Certificate was on board dated 27 Sept 1951 (Hull.)*

*Identification marks on new motors as follows:*

*N° 57387 - Shaft 5173 - J.B 19/6/41.*

*N° 57388 - Shaft 2249 - J.B 23/2/44.*

*Examined fittings of both new engines, alignment of shaft checked and witnessed satisfactory running trials. Manoeuvring of both engines tested.*



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