

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

(Received at London Office)

10 NOV 1952

Date of writing Report 25/10 1952 When handed in at Local Office 19 Port of Rotterdam  
 No in Reg. Book Survey held at Rotterdam Date First Survey 10/5 '51 Last Survey 6/10 1952  
 on the Machinery of the Wood, Iron or Steel catcher "MARTHA VINKE (A.M.16)" (No. of Vits 24)  
 Gross 715.01 Vessel built at Southbank & Sons By whom en Stonerop - en Silversing Year 1442 Month   
 Tonnage Net 229.31 Engines made at  By whom  When   
 Nominal Horse Power  Boilers, when made (Main) (Donkey) When   
 Owners NED. MY. Id Walvisvaart NV. Owners' Address Geldersche Kade 10  
 (if not already recorded in Appendix to Register Book.)  
 No. of Main Boilers 2 Managers  Port Amsterdam Voyage Cape Town  
 No. of Donkey Boilers  If Surveyed Afloat in Dry Dock Geldersche Kade 10 Dock   
 Steam Pressure in Main Boilers 220 lbs. (State name of Dock.)  
 in Donkey Boilers

Last Report No.  Port   
 Particulars of Examination and Repairs (if any) LMC & T.S. Conversion

Periodical Surveys, when held, must be reported in detail and serially 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 Eng. 27/6 '51, 2/8 '51, 5/4 '52

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 through examination at this time? yes

" " Donkey " " " "

If not, state for what reasons  What parts of the Boilers could not be thus thoroughly examined? all parts 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?

State latest date of internal examination of each boiler 12/6 '52 both

Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 220 lbs.

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

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

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

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

Has the screw shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end?

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

Is an approved oil retaining appliance fitted at the after end?  State date of examination of Screw Shaft 13/9 '51 State the wear down in the

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

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

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

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

Kernel placed in drydock, propeller + outside fastenings examined. Seaconnections opened out and examined. Inlet in discharge valves provided with steam-connections. Screw shaft drawn examined and funnel good. Existing propeller, bronze. Cylinders, pistons, slide valves; crank; thrust and intermediate shafts; pumps and condenser (tested); also the valves, cocks, pipes and steamers of the pumping arrangements examined. Pumping arrangements found or altered as per plan, approved 5/4 '52.

The main boilers examined internally and externally with all mountings, safety valves and manhole doors. Safety valves adjusted under steam to the above stated pressure. All steam piping over 3" bore tested as required.

Electrical equipment examined and tested as required. A greater part of cables have been renewed.

General Observations, Opinion, and Recommendation. —

to be continued.

(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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

The Machinery of this vessel is in good condition and in our opinion eligible to remain as classified, and have fresh Record of LMC 10-52. and notation of T.S. 9-51 CL.

Survey Fee (per Section 29) 420.-  
 Special Damage or Repair Fee (if any) (per Section 29.) 220.-  
 Travelling expenses (if chargeable) 44.-

Fees applied for 5/11 1952

Received by me,

FRI. 9 JAN 1953

Committee's Minute

Assigned

LMC 8-10 52

BS 6.52

+NB (food) made 38 refitted 52

CERTIFICATE WRITTEN.

59.51 CL

Fitted for oil fuel 7.41, FR above 1500F

also for Mr. J. F. Vromme.

Alb. Smijne  
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register  
 Foundation

## catcher "MARTHA-VINKE" (A.M. 6)

The Machinery was tested under full working conditions on a Sea-trial and all found good.

Repairs: A second 4 furnaces boiler, removed from the steamer "City of Lincoln", has been fitted at the place of the original forward boiler. Steam and feed piping tested as required.

Both boilers, all plain tubes renewed and tested afterwards. All auxiliaries have been completely overhauled.

A spare screw kept placed on board marked: LLOYDS  
N<sup>o</sup> 99. E 90 13/7 51.

Also a steel spare propeller placed on board marked LLOYDS  
N<sup>o</sup> 3082 A 11 3/8 5-1

NOTE: The W.P. of both boilers has been calculated by the Steam-law authorities and will be 220 lbs.

DESTROY

1976



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