

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

(Received at London Office FEB 13 1938)

Date of writing Report 14-2-1938 When handed in at Local Office 19- Port of Rotterdam

No. in Survey held at Schiedam Date, First Survey 2-2-38 Last Survey 5-2-1938

g. Book. 244 on the Machinery of the Wood, Iron or Steel 1/2 "RAPANA."

Age { Gross 1908 Net 17954 Vessel built at Schiedam By whom N. V. Wilton-Fynwood When 1935-4

Engines made at do By whom do When do

Boilers, when made (Main) (Donkey) 1935

Owners N. V. Schied. Maats. "La Corona" Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port The Hague Voyage St. Lucia's

If Surveyed Afloat or in Dry Dock Wilton's Dock

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. Port

Particulars of Examination and Repairs (if any) CS.

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.

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

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 Rot. 12,36 Carrying petrol burning fuel.		+4 MC 4,35 C4
OIL ENGINE. CONTINUOUS SURVEY		

as a damage report made by anyone else? If so, by whom?

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

Donkey

this 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?

the latest date of internal examination of each boiler Present condition of funnel(s)

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

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

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

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

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

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?

shaft now been changed? If so, state reasons

the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

the date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Vessel placed in dry dock, propeller, sternbush and fastenings good.

Ex. cyl. nos 1-6-7 and 8 liners, pistons & heads.

" crossheads and brasses Nos 2 & 7

" crankpins, brasses 2 & 7 and journals 2 and 4

" Horn Boul engine complete with air vessel.

" forward feed pump and spare piston cooling water pump.

" lubr. oil and piston water coolers

Lower starting air vessel ex. int. & good.

General Observations, Opinion, and Recommendation: The machinery being now

(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, E.S. 9,11, E.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

as far as seen in a good condition I am of opinion that the vessel is eligible to remain as classed.

Survey Fee (per Section 29) £ 50.00 Fees applied for 17.2.1938

Special Damage or Repair Fee (if any) (per Section 29.) £

Travelling expenses (if chargeable) £ 3.00 Received by me, 19

Committee's Minute TUE. 8 MAR 1938

Assigned As now

CH. Bounce
Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

Cladance

9/11
4/8/38



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