

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

(Received at London Office)

Date of writing Report 4th Nov. 1947 When handed in at Local Office 1947 Port of Amsterdam

No. in Survey held at Amsterdam Date. First Survey 17th Oct. Last Survey 30th Oct. 1947

Book. 1986 on the Machinery of the Wood, Iron or Steel S/S "AMSTELDIEP" (ex "Robert Fruin") (No. of Visits 6)

Gross 7229.49 Vessel built at Portland Or. By whom Oregon Shipbuilding Corp. When 1943

Net 4429.65 Engines made at Portland Or. By whom The Iron Foremen Ship Co. When 1943

Boilers, when made (Main) 1943 (Donkey)

Owners Royal Netherlands Government Owners' Address the Hague

Managers Port of the Hague Voyage Patania

If Surveyed Afloat AND in Dry Dock A.D.M. (State name of Dock.) Javakade

Report No. Port

Particulars of Examination and Repairs (if any) 1st Entry & Special Survey

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Where 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

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

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

Donkey " " " " " "

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

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?

Latest date of internal examination of each boiler 24-10-47 both boilers

Has the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 240 lbs

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

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

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

Has 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? no Has it a continuous liner? according plan Is an approved oil retaining appliance fitted at the after end? no

Has the shaft now been changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Has an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the bush 2 1/2 mm 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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete the Special Survey the following items remain to be examined: HP cylinder & slide valve chest - all ME crankshaft journals - ME driven pump & bilge pumps - Thrust block & shaft - Main circulating pump - Fan engine - Main condenser - oil condenser - Both fuel oil heaters.

To comply with the Rules the following items remain to be dealt with: a) Automatic feedwater regulators to be fitted to main boilers. b) Gutterways with drainage arrangement to be made in boiler space in way of Port & Starb. settling tanks. c) Spare impellers for main circulating pump to be supplied.

It has been reported that this will be carried out at vessel's return of her present voyage

Vessel placed in dry dock; propeller and outside fastenings examined and found in order.

According to the American Bureau of Shipping Report N° G.3386 - New York 25-2-47, the tailshaft has been examined and was examined by an A.B.S. Surveyor on 21-2-47 at Brooklyn, N.Y.

Sea connections have been opened out, examined and found or made in order.

PLEASE SEE CONTINUATION SHEET

General Observations, Opinion, and Recommendation: The machinery is in a good condition.

(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 or LMC 140 lb., FD, &c.)

Opinion of opinion that this vessel is eligible to be classed with this Society with records of BS.1047

LMC (with date), subject to the undermentioned items (a-b-c-d) being dealt with at first available opportunity.

a) Automatic feedwater regulators to be fitted to main boilers. b) Gutterways with drainage arrangement to be made in boiler space in way of P&S settling tanks. c) Spare impellers for main circ. pump to be supplied.

d) Special Survey to be completed.

Fee (per Section 29) £ 1876.- Fees applied for 10-11-1947

Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 1947

Selling expenses (if chargeable) £ 850

Committee's Minute 195 10.47 subject

Signed 195 10.47 subject

Engineer Surveyor to Lloyd's Register of Shipping.



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

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

machinery of the 5/5 "AMSTELDIEP" (ex "Robert Fruin")

MAIN ENGINE: The following parts have been opened out, examined and found in a satisfactory state of upkeep: MP & LP cylinders with pistons & covers and slide valves with valve chests, all 3 crossheads with top end brasses, connecting rods, link motion gear, all 3 crankpins with bottom end bearings, and eccentric sheaves & straps.

Tunnelshafting examined and found with its bearings in good condition.

SUNDRIES: The following pumps and auxiliaries have been entirely opened out, examined and found or made in order: Ballast pump - Fire & bilge pump (now named Gen. service pump) - Both simplex feed pumps - Both fuel oil burning pumps (Duplex) - Fuel oil transfer pump (Duplex) - engine of main circulating pump (cylinder bored out and piston renewed, piston rod skimmed up and gland & neck brushes renewed) - Sanitary pump (Duplex) - service pump for aux. condenser (3 cyl. tandem type, all 3 cylinders bored out, pistons with rods renewed) - all 3 dynamo engines. Evaporator opened out, casing examined and found in order, all coils renewed.

BILGE, BALLAST & OIL FUEL PUMPING ARRGT.: valves and pipes examined and found in a satisfactory state of upkeep and in accordance with Standard Plans, except for one item, viz, N^o 1 & 2 deep tanks have no drain valves towards N^o 1 DB tank beneath, but are only provided with the usual ballast-suctions (as per Standard Plan). Port & Starboard **T** pieces between bilge line and clean ballast line (forward of boilers) have now been altered in reversible **Γ** pieces. etc.

A plaintive and very effective starting-up oil fuel burning unit has been fitted, consisting of a Diesel oil tank of 250 liters, placed on the upper bridge deck, and connected with a 3/4" steel pipe line to the pressure pipe line of the burners. This unit has been practically tried (this being necessary as both boilers were shut down simultaneously) and gave the following satisfactory results: within 3 hours a steam pressure (on Starb. boiler) of 130 lbs/□" was gained (this being sufficient to change over on normal service), Diesel oil consumption was 750 liters, pressure on burners was 20 lbs/□" which proved to be sufficient for satisfactory combustion. It has now been decided that the vessel will carry a stock of 5 barrels (being 1000 liters) Diesel oil, especially for this purpose.

ELECTRICAL EQUIPMENT: Please see our Electrical Surveyor's Report 13. The installation has been tried under working condition with satisfactory results.

MAIN BOILERS: Both boilers have been examined internally and externally and found with their super heaters in satisfactory condition; all water tubes have been cleaned and the brick work repaired where necessary. The mountings and safety valves have been opened out, examined and found or made in order.

On completion of this survey the main engine, auxiliaries and boilers have been tried under steam with satisfactory results and the safety valves were adjusted.

Officer in Charge