

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

(Received at London Office, 29 NOV 1940)

When handed in at Local Office 29 NOV 1940 Port of LONDON.

Survey held at Tilbury Date, First Survey 23-9-40 Last Survey 12-11-1940  
(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S.S.M.V. "BARENDRECHT"

Gross 9385 Vessel built at Odense By whom Odense Staalskibsskibsværk When 1938-7  
Net 5617 Engines made at Copenhagen By whom Art. Burmeister & Wain When 1938  
572 Boilers, when made (Main) 1938 (Donkey)

Boilers  Owners N.V. Maats. Motorschip "Barendrecht" Owners' Address (if not already recorded in Appendix to Register Book.)  
Dry Boilers 2 Managers N.V. De Vrij Ommere's Schipw. Port Tilbury Voyage  
Boilers  If Surveyed Afloat or in Dry Dock Tilbury Dry Dock Docks.

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

Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Damage.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and any detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined not required

Damage report made by anyone else? If so, by whom? Underwriter's Surveyor.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Donkey " " " "

not done, state for what reasons? \_\_\_\_\_

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?

Date of internal examination of each boiler. \_\_\_\_\_ Present condition of funnel good

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

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

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

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

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?

Screw shaft now been changed?  If so, state reasons \_\_\_\_\_ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Screw 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?

Distance 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 \_\_\_\_\_ Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward. \_\_\_\_\_

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

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

If survey is not complete, state what arrangements have been made for its completion and what remains to be done. Damage stated sustained

through enemy action (bombing) and in consequence of fire caused thereby

the 2nd September, 1940, at 4.45pm, as vessel lay afloat at Long Reach

Exp. River Thames. Vessel had completed the discharge of oil cargo and

oil tanks were empty.

Damage in way of bridge, nos 3 & 4 cargo tanks, and pump room.

Unpump arrangements in way of nos 3 & 4 Centric tanks extensively

damaged, steam & exhaust pipes to bridge and fore deck damaged and

electric cables, fittings, fuses etc in way of bridge badly damaged by

plumbers fire. Access to pump room could not be obtained due to collapse of

bulkhead, so extent of damage in this space could not be ascertained. (Continued)

General Observations, Opinion, and Recommendation: The machinery of this vessel

is in good & safe working condition and is eligible in my

opinion to remain as classed with out fresh survey, subject to

repairs as found necessary being carried out on results arrived on the

\_\_\_\_\_

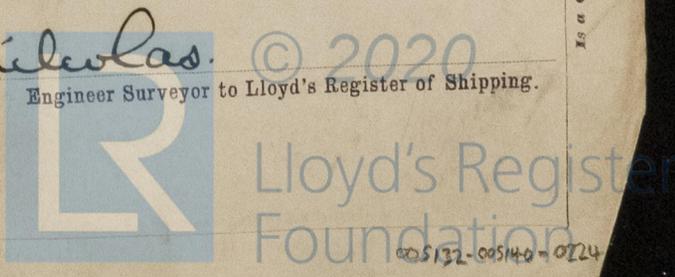
Signature: J. Milward Engineer Surveyor to Lloyd's Register of Shipping.

Date: FRI. 13 DEC 1940

Signature: Deffered

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

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



M. U "BARENDRECHT"

During to extensive repairs necessary to the hull of this vessel the Owners requested that vessel be allowed to proceed to the Tyne for permanent repairs. This request in my opinion merits the favourable approval of the Committee. The following temporary repairs were now carried out at this port.

How done: - Outside fastenings of sea connections & propellers examined. Sea connections examined externally and appear in order.

The Chief Engineer reported that he had worked the main engines whilst vessel was proceeding from Long Reach Buoy, to Tilbury Docks and no sign of damage found.

Temporary repairs: - Temporary steam and exhaust pipes fitted to fore deck & windlass. Telegraph between bridge and engine room damaged and a telephone fitted between temporary bridge amidships and engine room. Temporary water pipes fitted to fore deck.

Electric circuits to bridge and fore deck cut out.

As the extent of damage in pump room could not be ascertained, the sea injections on port & starboard side of pump room were blanked off by fitting welded plates over the openings in shell plates, plates welded on outside of shell plates.

In view of the extent of the damage it was recommended that vessel should proceed to the Tyne at a reduced speed of about 8 knots and accompanied by a tug.

The Chief Engineer reported that no difficulty would be experienced with vibration with the engines running at this reduced speed.



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