

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

(Received at London Office _____)

Date of writing Report 15th Nov. 1943 When handed in at Local Office 15th Nov. 1943 Port of New York
 No. in Survey held at New York Date, First Survey Aug 9th Last Survey Aug 25th 1943
 ReB. Book 27288 on the Machinery of the Wood, Iron or Steel De Mij "KATENDRECHT" (Not of Visits 5)

Tonnage { Gross 5099 Vessel built at Rottterdam By whom Maats. Lymond Year. Month. 1925 6
 Net 2883 Engines made at " By whom " When 1925
 Nominal Horse Power 438 Boilers, when made (Main) (Donkey) 1925
 No. of Main Boilers 1 Owners N.Y. Maats. Motoren- & Scheepvaart Owners' Address _____
 No. of Donkey Boilers 3 Managers A. Rhs. Van Ommeren's Scheep (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 2-142 Port Rottterdam Voyage _____
 in Donkey Boilers 115 (ft) If Surveyed Afloat or in Dry Dock Brooklyn 27th St. York Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) See CS & Vantings

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

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 thorough examination at this time? ✓

" " Donkey " " No.

If this was not done, state for what reasons? _____

And what parts of the Boilers could not be thus thoroughly examined? _____

Also 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 _____ Present condition of funnel Good.

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

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

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

Is 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? ✓

Is shaft now been changed? ✓ If so, state reasons _____

Is 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? ✓

State 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 1/4"

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

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

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Oil case. Fuel laid up.

Work done: Vessel placed on dry dock, outside fastenings found in order

S: All main engine crank shaft journals & thrust shaft examined. Crank shaft appears to be out of truth, to be checked for alignment.

Main engine compressed cylinders, pistons, rod, head & valves, crossheads & cranks in examined.

S: Auxiliary Compressor (SS found) cylinders, pistons, rod, head & valves, wrist pin & crank shaft examined, the bottom of P.Cylinder is cracked, to be repaired.

Main engine bedplate repaired & found satisfactory.

Owners have stopped all work and the vessel is now laid up at pier. Please see Report on hull.

General Observations, Opinion, and Recommendation: This report is forwarded for the

(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, B.S. 9,11, B.S.M.S. 9,11, L.M.C. 9,11, or CS 3,34)

formation of the Committee.

Fee (per Section 29) \$40.00 Fees applied for New York 1943

Damage or Repair Fee (if any) _____ Received by me, _____

(per Section 29.) _____

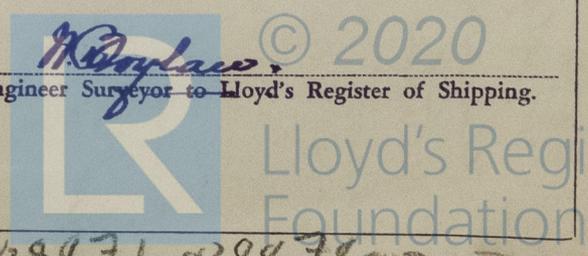
Printing expenses (if chargeable) _____

Committee's Minute NEW YORK NOV 17 1943

Signed Transmit to London

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
T100 A 1	5,43	L.M.C. CS 12,41
Examined	12,42	DBS 12,42
CS Pat. 103-737		T.S.C.L. 12,41
Bearing Part in Screw.		

OIL ENGINE
FURNACE



008871-08878-0207

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

Chadraus.

The alignment of the crank shaft
repairs to be checked & the Spindles
of the low Compressor is cracked.
Limit on main bed plate expired
10/43. Now examined & found
satisfactory.

The vessel is now laid
up at New York.

Submitted action be
deferred.

GA
2/10/43.



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