

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
 Reg. Book 27288 on the Machinery of the Wood, Iron or Steel *See M/V "KATENDRECHT"* (Not of Visits 5)
 Tonnage Gross 5099 Vessel built at Rotterdam By whom Maats. Leonard Year. Month. When 1925 6
 Net 2888 Engines made at " By whom " When 1925
 Nominal Horse Power 438 Boilers, when made (Main) (Donkey) 1925
 No. of Main Boilers 1 Owners H.Y. Maats. Motorenfab. Rotterdam Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 3 Managers J. Rhs. Van Ommersen & Zelfs Port Rotterdam Voyage
 Steam Pressure in Main Boilers 2-142.5 If Surveyed Afloat or in Dry Dock Port Rotterdam
 in Donkey Boilers 1-115.5 (aft) (State name of Dock.) Brooklyn 27th St. Yard.

Last Report No. Port

Particulars of Examination and Repairs (if any) *See Section 29*

(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.)

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 " " "

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

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?

Has screw shaft now been drawn and examined?

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?

Has shaft now been changed? If so, state reasons.

Has 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

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

Is electric light and power fitted?

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

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

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

*Now done: Keel planed and dry dock, outside fastenings formed in order.
 8'. 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. Crosshead & crank in examined.
 Auxiliary Compressor (SS found) cylinders, pistons, rod, head & valves, wrist pin & crank shaft examined, the bottom of 2nd 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 her berth. 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.G.M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
 L.M.C. 140 lb., F.D., &c.)
 CS 3,34
 formation of the Committee.*

Fee (per Section 29)

\$40.00

Fees applied for

Damage or Repair Fee (if any)

£ : :

New York 1943

(per Section 29.)

Printing expenses (if chargeable)

£ : :

Received by me, 19

Committee's Minute

NEW YORK NOV 17 1943

Signed Transmit to London

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

008871-08878-0207

Chadraus.

The alignment of the crank shaft
repairs to be checked & the ~~top~~ ^{top} of the
of the low. Compressor is cracked.
Limit on main bed plate expired
1043. Now examined & found
satisfactory.

The vessel is now laid
up at New York.

Submitted action be
deferred.

21/10/43.



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