

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

No. 30121

(Received at London Office)

13 OCT 1947

of writing Report... 5 October 1947 When handed in at Local Office... 19... Port of Rotterdam.

Survey held at Rotterdam Date. First Survey 19 May Last Survey 3 October 1947 (No. of Visits... 4)

on the Machinery of the Wood, Iron or Steel m "CONFID." Year. Month.

Gross 240 Vessel built at HOOGEZAND By whom G. J. VAN DER WERFF When 1931

Net 164 Engines made at SPRINGEDAM By whom BRONS Motorfab. N.V. When 1931

Power 43 M.H. Boilers, when made (Main) (Donkey) Owners H. KAJUITER Owners' Address

Main Boilers Managers (if not already recorded in Appendix to Register Book.) Port Rotterdam Voyage Southampton

Donkey Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port

Particulars of Examination and Repairs (if any) Classification LMC 875.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly sed at the end of the report. State also the dates and initials of any letters respecting this case.

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

Damage report made by anyone else? If so, by whom?

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

Donkey "

ate 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 or to assure himself of the thorough efficiency of those parts of each Boiler?

Latest date of internal examination of each boiler

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

Surveyor examine the Safety Valves of the Donkey Boilers? 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? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 5/7 47 State the wear down in the sh 1.57-

Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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 Complete

placed on ship way. Propeller, sea connection and their fastenings examined.

shaft drawn and examined

and main engine cylinders, covers, pistons, valves and valve gears, connecting rods their top and bottom ends, crank, reversing coupling and shaft intermediate shaft.

and all working parts of auxiliary engine and of auxiliary compressors

Testing air receivers examined internally and tested afterwards to 2 x W.P.

ate fuel tanks, pumps, pumping arrangements examined.

ing arrangement brought in accordance with the approved plan.

it peak is used for drinking water and the fore peak is not used as a ballast tank, the on the approved plan are to be used for filling and emptying the double bottom tanks

ed Stb.

real equipment examined and tested as required by the Rules (Plan see Regt. 13)

ing tested under full working condition and found good.

Observations, Opinion, and Recommendation: The machinery of this vessel is in my

te 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 \*LMC 9.11 or \*LMC 140 lb., FD, &c.)

in efficient condition and eligible to be classed in the

city's Register Book with record of LMC 10-47 and T.S. 7-47.

Classification survey (per Section 29) 250/-

Age or Repair Fee (if any) £

Expenses (if chargeable) £ 2.2

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

19 DEC 1947

LMC 10.47

57.47

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Foundation

009888 - 009895 - 0085

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

Is a Certificate required? If so, to be sent to the Rotterdam Surveyors