

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

(Received at London Office)

AUG - 2 1939

DISCLOSED

BAY No.

Date of writing Report 1st August 1939 When handed in at Local Office 1st August 1939 Port of Antwerp

No. in Reg. Book. Survey held at Ostend Date, First Survey and Last Survey 13th July 1939 (No. of Boilers 11)

09436 on the Machinery of the Wood, Iron or Steel Steamer JAN DE WAELE

Gross Tonnage 324 Vessel built at Selby By whom Cochrane & Sons Ltd. When 1925.2
Net Tonnage 113 Engines made at Hull By whom C.J. Holmes & Co. Ltd. When 1925

Nominal Horse Power 96 Boilers, when made (Main) 1925 (Donkey) —

No. of Main Boilers 1SB Owners Soc. Anon. Amement Ostend Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers — Managers — Port Ostend Voyage —

Steam Pressure in Main Boilers 200 lb. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)
in Donkey Boilers —

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

Last Report No. 22047 Port ANT.

Particulars of Examination and Repairs (if any) B.S.

(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? Yes

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 13 July 1939 Present condition of funnel(s) Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 200 lb.

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? Yes, 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? Yes, and of the Donkey Boilers? —

Has 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? —

Has 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? —

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/or power fitted? —

If so, 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 Complete.

Now Done. The main boiler examined internally and externally with its safety valves and other mountings found up. - good.

The safety valves were adjusted under steam to blow off at 200 lb. on the 19 July 39 by the Government Inspector whose certificate has been produced.

General Observations, Opinion, and Recommendation:—

(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, E.&M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

CS 3.34, Eligible in my opinion to be continued as now classed in the Register Book with fresh record of B.S. 7.39.

Survey Fee (per Section 29) 525 Fees applied for 1-8 1939

Special Damage or Repair Fee (if any) — Received by me, 19

Travelling expenses (if chargeable) —

Committee's Minute TUE 15 AUG 1939

Assigned BS 7.39

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