Rpt. 9.

No. 20.351.

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

(Received at London Office .....)

Date of writing Report Oct 3 1955 When handed in at Local Office ..... 19.... Port of AMSTERDAM

No in Reg. Book. Survey held at YMUIDEN Date. First Survey Sept 22 Last Survey Sept 29 1955 (No. of Visits 2)

23831 on the Machinery of the ~~Wood, Iron or~~ Steel Motortrawler „ POSTBOY"

Tonnage { Gross 317 / Net 124

MN As Per Rule .....

No. of Main Boilers .....

HS „ „ „ .....

No. of Donkey Boilers .....

Steam Pressure— in Main Boilers .....

onkey Boilers .....

Vessel built at Selby By whom Cochrane & Sons Ltd When Year 1941 Month 11

Engines made at Lincoln. By whom Ruston & Hornsby Ltd. When 1941 11

Boilers, when made (Main) ..... (Donkey) .....

Owners N.V. Visch Ondernoming "De Ven" Owners' Address .....
(if not already recorded in Appendix to Register Book.)

Managers ..... Port Ymuiden Voyage .....

If Surveyed Afloat or in Dry Dock afloat
(State name of Dock.)

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

HULL	MACHINERY
+ 100 A1	+LMC.
7/54	CS 8/50
S.S. Mil 8/50.	8SCL 11/52 N

Report No. 20213 Port Cux

culars of Examination and Repairs (if any) p.m.s.

ical 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 of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides tailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and of any letters respecting this case —

ge cases where the Surveyor has not made a special damage report he is required to state whether he offered his rvices 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 „ „ „ —

state 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 veyor to assure himself of the thorough efficiency of those parts of each Boiler? —

atest date of internal examination of each boiler — Present condition of funnel(s) good

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

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

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

e Surveyor examine the drain plugs of the Main Boilers? — , and of the Donkey Boilers? —

e Surveyor examine all the mountings of the Main Boilers? — , and of the Donkey Boilers? —

e screw shaft now been drawn and examined? — Has it a continuous liner? — Is an approved oil retaining appliance fitted at the after end? —

haft 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 — State the wear down in the rn bush — Is electric light and/or power fitted? — If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? —

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

e parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

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

Mainengine reverse-reduction gear opened out; found 2 teeth of foreward primary pinion partly broken off over a length of 4 c.m.; foreward primary pinion replaced by spare one supplied by owner with marks: Lloyds 18RS-283 R.G. 59D. After repairs reverse-reduction gear in good condition, tried out in working condition and found functioning satisfactory

neral Observations, Opinion, and Recommendation:— The machinery of this vessel is in a good and
(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, etc.)

efficient condition and in my opinion eligible to remain as now classed with examined part noted for C.S.

rvey Fee (per Section 23) £ 40.-

cial Damage or Repair Fee (if any) £ (per Section 23.)

avelling expenses (if chargeable) £ 15.-

Fees applied for, 7-10-19 55

Received by me, ... 19....

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute THURSDAY 27 OCT 1955

Assigned Deferred for ep CS (by 11.55)

Noted for Master

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

Certificate required? If so, to be sent to

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