

# 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 AMSTERDAMNo in Reg. Book. Survey held at YMUUDEN Date. First Survey Sep 22 Last Survey Sep 29 1955  
(No. of Visits 2)23831 on the Machinery of the Wood, Iron or Steel Motorkraan, POSTBOY

Tonnage { Gross 317 Vessel built at Sluis By whom Lochrane & Sons Ltd Year. Month. 1941 11  
 Net 124 Engines made at Lincoln By whom Ruston & Prosser Ltd When 1941 11  
 MN As Per Rule Boilers, when made (Main) (Donkey)  
 No. of Main Boilers Owners H.V. Visser Onderneming "De Ven" Owners' Address  
 HS " " " (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers Managers Port Ymuiden Voyage  
 Steam Pressure— If Surveyed Afloat or in Dry Dock afloat  
 in Main Boilers (State name of Dock.)

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

Donkey Boilers

Report No. 20213Port AmstParticulars of Examination and Repairs (if any) p.m.s.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides detailed 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.

Use 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.

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

Latest date of internal examination of each boiler.

Present condition of funnel(s) good

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?

Has screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

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

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is approved oil retaining appliance fitted at the after end?

State date of examination of screw shaft.

State the wear down in the

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?

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.

main engine reverse-reduction gear opened out; found 2 teeth of forward primary pinion partly broken off over a length of 4 c.m.; forward primary pinion replaced by spare one supplied by owner with marks: Lloyds 10RS-203 R.F. 59D. After repairs reverse-reduction gear in good condition, tried out in working condition and found functioning satisfactory.

## 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, etc.)

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

Survey Fee (per Section 23)

£ 40.-

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

£ 15.-

Travelling expenses (if chargeable)

Fees applied for,

7-10-19-55

Received by me,

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Committee's Minute

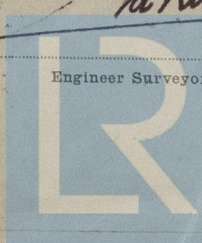
Assigned

W. A. M.

Deferred for ep CS (by 11.55)

Noted for

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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Certificate required? If so, to be sent to



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