

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

(Received at London Office

OCT 1950

Date of writing Report 5<sup>th</sup> Oct 1950 When handed in at Local Office 19 Port of AmsterdamNo in Reg. Book. Survey held at Amsterdam Date. First Survey and Last Survey 7<sup>th</sup> Sept 1950 (No. of Visits 1)

52647 on the Machinery of the Wood, Iron or Steel 1/2 " BARALT "

Tonnage { Gross 280 Vessel built at Montrose By whom Coaster Constr. Co. Ltd. Year. Month. 1921 11  
 Net 323 Engines made at Psy By whom Fleming & Ferguson When 1921  
 Nominal Horse Power { Boilers, when made (Main) 1921 (Donkey)  
 Owners West Indische Sch. Maatschappij Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Main Boilers 2 Managers Port Curacao Voyage Rotterdam  
 No. of Donkey Boilers 1  
 Steam Pressure in Main Boilers 180 lb  
 in Donkey Boilers  
 # Surveyed Afloat or in Dry Dock N.O.S.M. (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
B.S. *		M.B.S. 6.45
Cco 10.48		B.S. 10.48
ss. Cco 6.45		map 8.47
A.S. 8.47		C.L. 10.48
Fixed for oil		
Laid up		
pending survey		

Last Report No. Port  
Particulars of Examination and Repairs (if any) condition

(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 H-8-9-50

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 through examination at this time?

" " Donkey " " "

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined?

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.

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

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

State date of examination of Screw Shaft.

State the wear down in the stern bush.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Vessel is sold to Messrs Oliver & Sons, Ltd. Windsor, Berks (England).

Vessel placed in drydock. Propeller and outside fastenings examined and found in good condition.

The general examination and boiler survey have not been carried out (please see the Secretary's letter H-8-9-50). The Vessel left this Port without any further notice, although the Ship Surveyor had informed the present Owners accordingly.

## 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, BS 9,11, B&MS 9,11, \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

CS 3,34

Survey confined to the above.

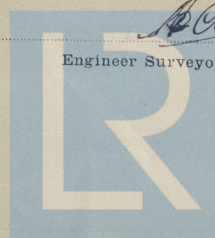
These particulars are given for the Committee's information only.

Survey Fee (per Section 20) £ : : Fees applied for 19  
 Special Damage or Repair Fee (if any) £ no fee  
 (per Section 20.) charged.  
 Travelling expenses (if chargeable) £ : : Received by me, 19

Committee's Minute FRI. 20 OCT 1950

Assigned Dec Rpt 8.

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

013179-013185-0038