

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

(Received at London Office)

- 4 OCT 1955

Date of writing Report Sept 26 1955 When handed in at Local Office 19 Port of AMSTERDAM

No in Reg. Book. Survey held at Y.MUIDEN Date. First Survey Sept 22 Last Survey Sept 24 1955  
(No. of Visits 2)

Report on the Machinery of the Wood, Iron or Steel Motorkraan "THORINA"

Damage { Gross 215 Vessel built at Beverly By whom Loth, Welling & Gemmill Ltd When 1946 10  
Net 114 Engines made at Pinkus By whom Rushin & Thornaby Ltd When 1946 10  
(Donkey)  
Boilers, when made (Main)  
Owners M.V. Vissch. Onderaannig de Vem Owners' Address  
(if not already recorded in Appendix to Register Book.)  
Port Ymuiden Voyage

Managers  
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).

Last Report No. 19705 Port Amst

Particulars of Examination and Repairs (if any)  
Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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. (Ref H) dat. 13 & 14 Sept 1955

HULL	MACHINERY
<u>+100 71</u>	<u>+LMC</u>
<u>9/54</u>	<u>CS 9/51</u>
<u>SS. Ymuiden 9/51</u>	<u>d 5/54</u>
	<u>TSC 8/54N</u>

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.

Is 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? yes

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? D.B. 22-9-55

What is the latest date of internal examination of each boiler? D.B. 22-9-55 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 100 lbs sq. in

Did the Surveyor examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam? 100 lbs sq. in

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers? yes

Did the Surveyor examine the drain plugs of the Main Boilers? yes and of the Donkey Boilers? yes

Did the Surveyor examine all the mountings of the Main Boilers? yes and of the Donkey Boilers? yes

Has the screw shaft now been drawn and examined? no Has it a continuous liner? no Is an approved oil retaining appliance fitted at the after end? no

Has the shaft now been changed? no If so, state reasons. no Has the shaft now fitted been previously used? no Has it a continuous liner? no

Is an approved oil retaining appliance fitted at the after end? no State date of examination of screw shaft. no State the wear down in the stern bush. no

Is electric light and/or power fitted? no If so, did the Surveyor examine the generators, motors, switchgear cables and fuses? no

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? no

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

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

Donkey Boilers examined internally and externally with mountings safety valves done and their fastenings and found in good condition

Safety valves adjusted under steam pressure at 100 lbs sq. in. Oil fuel installation tried out in working condition and found with fire extinguishing equipment in good condition

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in a good and efficient condition and in my opinion eligible to remain as now classed with fresh notation of D.B.S. 9-55

(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.)

Official condition and in my opinion eligible to remain as now classed with fresh notation of D.B.S. 9-55

Survey Fee (per Section 23) 40.- Fees applied for, 10-9-1955  
Special Damage or Repair Fee (if any) (per Section 23.)  
Travelling expenses (if chargeable) 13.- Received by me, 19

Committee's Minute  
Assigned D.B.S. 9.55

J. D. Runden  
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping  
CLIP "M" Crsp.  
015139-015154-0184

17 OCT 1955

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

to Certificate required if so, to be sent to

DOS due 5.55 now held.

*It is submitted that this vessel is eligible for THE RECORD DOS 9.55.*

*M. Coll*

19 OCT 1955



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