

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

(Received at London Office, 2 OCT 1945)

Date of writing Report 2 Sept 1945 When handed in at Local Office 19 Port of Roskardam
 No. in Reg. Book Survey held at Roskardam Date, First Survey 1940 Last Survey 27 Aug 1940
34611 on the Machinery of the Wood, Iron or Steel "PHOBOS" (No. of Visits 5)
 Tonnage Gross 413 Vessel built at Amsterdam By whom Nederl. Scheepst. Maats. When 1926-14
 Net 4235 Engines made at do. By whom Werkspoor When do.
 Nominal Horse Power 600 Boilers, when made (Main) (Donkey) 1926
 No. of Main Boilers 2 Owners Nederl. Indische Tankst. Maats. Owners' Address (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 2 Managers J. P. H. dock Port de Haague Voyage
 Steam Pressure in Main Boilers 100 If Surveyed Afloat or in Dry Dock J. P. H. dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 100 (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) CS & DBS

(Periodical Surveys, when held, must be reported in detail and verbatim 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? " " Donkey " " " YesIf this was not done, state for what reasons? And what parts of the Boilers could not be thus thoroughly examined? All parts examinedAlso 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 27-8-40Present condition of funnel GoodDid the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? to 100 lbDid the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers? YesDid the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers? NoneDid the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers? YesHas screw shaft now been drawn and examined? etc Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Has shaft now been changed? No If so, state reasons 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 7 1/2

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

Is electric light and/or power fitted? YesIf so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? NoHas the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? 780If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done

Vessel placed on pontoon. Propeller, after end of shaft & steering tube and all fastenings examined and found in order.

In CS the following parts have been examined and found in order
 Crankshaft journal No 7 & 8. Crankpin No 3. Cylinders No 1 & 5 with pistons, rods, cover, valves and gearing.

Check cylinder cooling water pump. Piston cooling water pump and lubricating oil pump.

Examined both Donkey boilers internally and externally their mountings and safety valves and found same in order.

General Observations, Opinion, and Recommendation:— The machinery being now

(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, B.&M.S. 9, 11, & L.M.C. 9, 11, or

LMC 140 lb., F.D., &c.)
 CS 3, 34,

in order. I am of opinion that this vessel is eligible to remain as classified with peak record of DBS. 8440 and to have all the examined parts noted for CS

Survey Fee (per Section 29) 87.50 Fees applied for 19 1940
 Special Damage or Repair Fee (if any) £ Received by me,
 (per Section 29.)
 Travelling expenses (if chargeable) £ 19

Committee's Minute

TUES. 23 OCT 1945

Assigned

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W1056-0188

CS advanced & DSS held (1960)
Vessels class omitted from R.R.
& vessel reported sunk.
Submitted no action.

L.H.
20/10/65.



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