

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 _____ Last Survey 27 Aug 1940 (No. of Visits 5)

PHOBOS on the Machinery of the Wood, Iron or Steel "PHOBOS"

Tonnage Gross 7413 Net 4235 Vessel built at Amsterdam By whom Nederl. Scheepst. Maats. When 1926-12 Year. Month.

Nominal Horse Power 600 Engines made at do. By whom Werkspoor When do. (Donkey) 1926

No. of Main Boilers _____ Owners Nederl. Indische Tankst. M. Owners' Address _____ (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers _____ Managers _____ Port The Hague Voyage _____

Steam Pressure in Main Boilers _____ # Surveyed Afloat or in Dry Dock P.H. dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) CS & DBS

(Periodical Surveys, when held, must be reported in detail and seriatim 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 " " " Yes

If this was not done, state for what reasons? _____

And what parts of the Boilers could not be thus thoroughly examined? All parts enamelled

Also 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 27-8-40 Present condition of funnel Good

Did 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 180 lbs

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

Did the Surveyor examine the drain plugs of the Main Boilers? _____, and of the Donkey Boilers? None

Did the Surveyor examine all the mountings of the Main Boilers? _____, and of the Donkey Boilers? Yes

Has 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? Yes

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? 780

If 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 & stern tube and all fastenings enamelled and found in order. For CS the following parts have been examined and found in order: Crankshaft journal N° 7 & 8. Crankpin N° 3. Cylinders N° 1 & 5 with pistons, rods, covers, valves and gearing. Check cylinder cooling water pump. Piston cooling water pump and lubricating oil pump. Enamelled 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 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 enamelled parts noted for CS

(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 L.M.C. 140 lb., F.D., &c.)
CS 3,34,

Survey Fee (per Section 29) £ 87.50 Fees applied for 29. 1945
Special Damage or Repair Fee (if any) £ _____
Travelling expenses (if chargeable) £ _____
Received by me, _____ 19 _____

Committee's Minute _____ TUES. 23 OCT 1945

Assigned _____

J. J. Schuur
Engineer Surveyor to Lloyd's Register of Shipping.
Lloyd's Register Foundation
W1056-0188

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

CS advanced & DRS held (1960)
Details class omitted from R. R.
& were reported such.
Submitted as actia.

L.H.
20/10/65.

