

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

No. 29034.6

(Received at London Office 25 SEP 1945)

Date of writing Report 30-9-41 When handed in at Local Office 19 Port of Rotterdam

Survey held at Bolnes Date, First Survey 10-3-41 Last Survey 26-8-1941

on the Machinery of the Wood, Iron or Steel 4.2 "SINT PHILIPSLAND" (No. of Visits 13)

Gross 2275 Net 1424 Vessel built at Rotterdam By whom W.F. v. d. Rijk & Co. When 1916

Engines made at Rotterdam By whom Maab. Steenwood When 1916

Boilers, when made (Main) 1916 (Donkey) + Owners Scheepvaart in Steenhuizen Nij. M. Owners' Address

Managers (if not already recorded in Appendix to Register Book.) Port Rotterdam Voyage

If Surveyed Afloat or in Dry Dock Boele's slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port Particulars of Examination and Repairs (if any) Dam, + LMC, T.S

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.

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 Yes, not required.

Did a damage report made by anyone else? If so, by whom? Yes

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

Was not done, state for what reasons? All parts accessible

What parts of the Boilers could not be thus thoroughly examined? Present condition of funnel(s) renewed

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? Yes

Latest date of internal examination of each boiler 8-41 To what pressure were they afterwards adjusted under steam? 120 lb

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? +

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes and of the Donkey Boilers? +

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

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

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

Has the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Has the shaft now been changed? no If so, state reasons Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? +

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? +

Date of examination of Screw Shaft 31-7-41 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1 1/2 in

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes, now fitted.

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

On this vessel was reported to have sustained damage through sinking during the hostilities in May 1940 at Terneuzen.

Vessel placed on slipway, screwshaft drawn, examined and found good. Propeller, stern, etc., oil glands and fastenings good. Sea connections examined and found good.

Bank-thrust and tunnelshafting examined and found all journals corroded, they all dressed and white metal in bearings renewed. All shafts examined on lathe for straightness, good.

Cylinders, pistons and pistons examined. Cylinders tested and found joints H.P. and M.P. and L.P. M.P. making. Cylinders disconnected and repointed. Holding down bolts examined and hardened up.

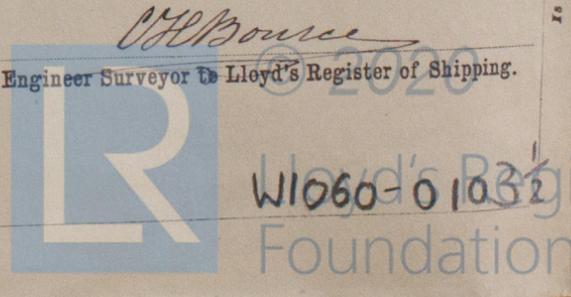
Condensers, all tubes removed, cleaned and tubes refitted and afterwards tested and found tight. to be cont.

General Observations, Opinion, and Recommendation:—The machinery being now under repair in good and efficient condition. I am of opinion that the vessel is eligible to remain as classed with fresh records of + LMC. 9-41 and notation of T.S. seen 9-41

Fee (per Section 29) £102.00: Fees applied for 17.9.1941

Damage or Repair Fee (if any) (per Section 29.) £450.00: Received by me, 26.9.1941

Printing expenses (if chargeable) £15.00: Committee's Minute TUES. 16 OCT. 1945 No action



Is a Certificate required? If so, to be sent to the Rotterdam Surveyor.

$\frac{3}{5}$ " SINT PHILIPSLAND.

Ballast pump, water removed and replaced by new one.

Air, circulating pumps, liners removed and replaced by new ones, old pistons used.

Feed pumps overhauled and found good.

Pumping arrangements examined and where necessary repaired.

Steam pipes all lagging removed, tested to 3x working pressure and found tight.

Funnel completely renewed.

Main boilers examined internally and externally, their mountings and fittings, with all lagging removed.

Port boiler centre comb. chamber back plate buckled and corroded, and furnaces in way of Gourley's end grooved. Back plate & part Gourley's end removed and replaced by new one. A number of defective screw stays renewed.

Starb boiler, starb. and centre furnaces in way of Gourley's end corroded, same partly removed and replaced by new ones. Some defective screw stays renewed.

Boilers tested upon completion of repairs to 240 lb by hydraulic pressure and found sound & tight.

W. B. Bourne