

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

(Received at London Office)

JUN 18 APL 1910

Date of writing Report 14 April 1910 When handed in at Local Office 10 Port of Hamburg

No. in Reg. Book Survey held at Altona Date, First Survey 3<sup>rd</sup> March Last Survey 11<sup>th</sup> April 1910 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel Steamer "Maardrecht" Master ? YEAR. MONTH.

Tonnage Gross ? Vessel built at Rotterdam By whom Hollandsche Droogdok When 1910 ?

Net ? Engines made at ? By whom Maatschappij When ?

Registered Horse Power ? Boilers, when made (Main) 1910 (Donkey) ?

No. of Main Boilers ? Owners ? Port ? Voyage ?

No. of Donkey Boilers ? If Surveyed Afloat or in Dry Dock ?

Steam Pressure in Main Boilers ? (State name of Dock.)

in Donkey Boilers ?

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

CHARACTER.	Year assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey.		
Date of last Survey and of Periodical Surveys.		

Last Report No. ? Port ?

Particulars of Examination and Repairs (if any)

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. 2. 10. 10, 1/3. 10, 1/7. 10.

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?

Do. " Donkey " " " " "

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

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

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?

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? 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 Boiler?

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

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

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

*As instructed by the head office I tested the steam superheating arrangement at the works of the makers, the Altona-Heating-Apparatus A. E., Altona, consisting of 4 cast steel headers, 2 cast steel T pipes and 2 cast steel pipe bends as well as a complete set of superheating pipes by hydraulic pressure of 50 lbs. = 710 lbs. which test these parts stood well.*

*The cast steel parts, of which no rivets and head bolts have been made, were hammered under pressure and showed no defects; they have been manufactured by Mr. Hermann Michaelson of Altona.*

*The Test Certificate has been forwarded to the Rotterdam Surveyors.*

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, B.S. 9.08, B.&M.S. 9.08, or L.M.C. 9.08, 140 lb., F.D., &c.)*

*With regard to the parts examined I am of opinion that they are eligible to be used in a vessel intended to be classed with the Society.*

Survey Fee (per Section 28) 4.42 Fees applied for 14.4.10

Special Damage or Repair Fee (if any) ? 4.42

Travelling Expenses (if chargeable) ? Received by me, 15/4 1910

Committee's Minute TUES. 7 JUN 1910

Assigned see minute on 7.5 Rpt

Rot 66556

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

J. Köhler

Lloyd's Register Foundation



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RETRACTED

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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