

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

(Received at London Office, 23 SEP 1942)

Date of writing Report 19 When handed in at Local Office 19 Port of LIVERPOOL

No. in Reg. Book. 5394 Survey held at LIVERPOOL Date, First Survey 12/8/42 Last Survey 26/8/1942 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel S/S. HOBBEEMA

Gross 5507 Vessel built at SEATTLE, WASH. By whom SKINNER & EDDY CORP. When 1918.

Net 3413 Engines made at SCHENECTADY, N.Y. By whom GENERAL ELECTRIC CO. When 1918.

Nominal Horse Power 358 (SPE) Boilers, when made (Main) 1918. (Donkey) ✓

No. of Main Boilers 3 Owners ROYAL NETHERLANDS GOVERNMENT Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers NETHERLANDS SHIPPING & TRADING COMMITTEE, LD. Port NETHERLANDS Voyage

Steam Pressure in Main Boilers 210 lbs If Surveyed Afloat or in Dry Dock AFLOAT. (State name of Dock.) GARSTON

in Donkey Boilers ✓

Last Report No. 51618. Port Hull.

Particulars of Examination and Repairs (if any) Repairs

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.

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? NO.

" " Donkey " " " ✓

If this was not done, state for what reasons? NOT DONE.

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? ✓

State latest date of internal examination of each boiler. ✓

Present condition of funnel(s) 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? ✓

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 Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? ✓

Is it fitted with continuous liner? ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ 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. ✓

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

Is electric light and/or power fitted? ✓

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

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

By request of Honours Representative,

Turbine control valve examined and balance piston cylinder and valve seats required machining, examined on completion and tried under working conditions and found to be satisfactory.

After main feed pump, ballast pump examined complete and tried under working conditions and found satisfactory.

Sundry minor repairs carried out.

Evaporator and Main Feed Heater examined internally and externally and found to be in satisfactory order and condition.

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. 9,11, B.S.M.S. 9,11, & L.M.C. 9,11, or L.M.C. 149 lb., F.D., &c.)

The machinery of this vessel is in safe working order and condition and eligible in my opinion to remain as classed, subject to examine or part steam main turbine blading by 9.43 (2 years limit)

Survey Fee (per Section 29) £ : :

Fees applied for

Special Repair Fee (if any) £ 3 : 3

17 SEP 1942

Travelling expenses (if chargeable) £ : :

Received by me,

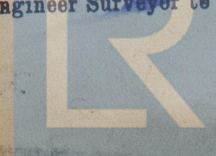
LICENCE CASE Committee's Minute LIVERPOOL

22 SEP 1942

Assigned

As now Subject

W. S. Holmes. © 2020
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

Limit on main turbine
blading expires 9.43,

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6/10/42

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СЕМЕЧЕВЫЙ: W.K.

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