

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

(Received at London Office 30 SEP 1942)

Date of writing Report 14th August, 1942. When handed in at Local Office 19 Port of CAPE TOWN.

No. in Survey held at CAPE TOWN. Date, First Survey 13th Aug. Last Survey 15th Aug. 1942. (No. of Visits 2.)

Reg. Book 3546 on the Machinery of the Steel M.V. "ZAANDAM" (Twin Screw).

85281 Gross 10,909 Vessel built at SCHIEDAM. By whom N.V. Willem Lijenoord. Year 1939. Month 1.

Tonnage Net 6365. Engines made at Schiedam By whom N.V. Willem Lijenoord When 1939-1

Nominal Horse Power 3359. Boilers, when made (Main) (Donkey) 1939-1

No. of Main Boilers 1. Owners. Meert. - Amstel. Stoom. Maats. Owners' Address (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 2. Managers. Holland Amerika Lijn Port Rotterdam Voyage O. H. M. S.

Steam Pressure In Main Boilers 1. If Surveyed Afloat or in Dry Dock Afloat. (State Name of Dock.)

In Donkey Boilers 100 lb.

Last Report No. 8754

Port L.A.

Particulars of Examination and Repairs (if any) Damage and Continuous Survey.

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.

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 attached.

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

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

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

this was not done, state for what reasons?

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

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?

latest date of internal examination of each boiler

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

crew 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?

shaft now been changed?

If so, state reasons

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

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?

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

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

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

Done - Port Main Engine. - N°3 cylinder cover, liner, piston and rod; crosshead pins, bearings and bolts; connecting rod; crank pin, bearings and bolts.

The above examined and found or placed in good condition.

The following damage was stated to have been sustained through the Port Main Engine N°3 piston rod breaking on the 4th July, 1942, whilst on a voyage from the United States to Town.

Found

3 piston rod broken off

Recommended.

Broken rod to be removed, hole in P.T.O.

at Observations, Opinion, and Recommendation:—

The Machinery of this Vessel

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, etc.; 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., etc.)

CS 3,34.
 liable, in my opinion, to remain as classed with record of +L.M.C. with date when the survey has been completed in accordance the Rules.

per Section 29)

Damage & Repair Fee (if any) per Section 29.) 7 7 0

elling expenses (if chargeable) 11 0

mittee's Minute

TUE 6 OCT 1942

As now

Fees applied for 15/9/1942.

Received by me, 19

T.H. Noël

Eng. Engineer Surveyor to Lloyd's Register of Shipping.

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Lloyd's Register Foundation

flush with the lower end of the cross-
head block and the rod jammed
in the crosshead.

(2) Upper piston torn apart from
the lower piston.

(3)

The above work and examinations have been efficiently
carried out.

Broken rod to be removed,
hole in crosshead dressed
and a new rod fitted ex spares
on board.

Complete piston to be
renewed ex spares on board.

No 3 cylinder cover, crosshead,
crank pin and bearing is
to be examined.

T. H. Noel

Port No 3 piston rod broken upper piston broken

now renewed.

It is submitted that
this vessel is eligible to
remain at Lloyd's.

Yours

S. 10. 42



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