

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

(Received at London Office, 13 JUN 1941)

Date of writing Report 11-6-41 When handed in at Local Office 12-6-41 Port of SWANSEA

No. in Reg. Book. 1268 Survey held at SWANSEA Date, First Survey 3-4-41 Last Survey 28-5-1941
(No. of Visits 5)

on the Machinery of the Wood, Iron or Steel M.V. PENDRECHT.

Tonnage { Gross 10746 Vessel built at ROTTERDAM By whom N.V. ROTTERDAM DROOGD MAATS Year. 1939 Month. 6
Net 6367 Engines made at HENGLO By whom G.D.Y. STORK & CO. N.V. When 1939 Month. 6
Nominal Horse Power 633 Boilers, when made (Main) (Donkey) 1939

No. of Main Boilers 1 Owners N.V. MAATS MOTORSHIP 'PENDRECHT' Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 2 Managers N.V. PH. VAN OMMEREN SCHIPBEDRIJF Port ROTTERDAM Voyage
Steam Pressure in Main Boilers 180 If Surveyed Afloat or in Dry Dock AFLOAT & DRY DOCK
in Donkey Boilers 180 (State name of Dock.)

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

CHARACTER.	Year assigned	Year now expired	Machinery and Boiler Survey (including date of N.B., if any).
+100A1			+ LMC 6.39
3.40 11.40			DBS 12.40
BUTTS OF KEEL			C.L.
& BOT ² PLATG ELEC ²			
WELDED			
LONG FRANK AT			
BOT ² BILGE & DECK			
CARRYING PETROLEUM IN BULK			

Last Report No. Port

Particulars of Examination and Repairs (if any) DAMAGE

(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 " " " " ☒

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? ☒State latest date of internal examination 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 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? NO. ☒ 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 ☒Is electric light and/or power fitted ☒

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

If 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 TO COMPLETE

NOW DONE On account of damage stated to have been sustained through enemy action (torpedo damage). Vessel placed in dry dock outside fastenings of Propeller, stern tube, and sea connections examined. Machinery, valves, pipe lines and sea valves specially examined without opening out, pumping arrangements tried on all compartments and found satisfactory.

Large pipe lines damaged in way of N°7 tank disconnected and bulkhead and pipe line blanked at after end of N°6 tank. Starboard side pipe lines in N°6 & 7 tanks removed and temporary pipe fitted to cross connection to place N°7 tank under pumping control P.T.O.

General Observations, Opinion, and Recommendation:—The Machinery of this

(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.)

Vessel is in safe working condition and eligible to remain as now classed, without fresh record of survey subject to starboard side N°6 & 7 tank pipe lines being dealt with at end of contemplated voyage to North American Port.

Survey Fee (per Section 29) £ : : Fees applied for 29-5-1941
Special Damage or Repair Fee (if any) £ 5 5 0
(per Section 29.) LICENCE CASE Received by me, 19
Travelling expenses (if chargeable) £ : : ☒

Committee's Minute

Assigned

TUE. 1 JUL 1941

As now Subject

Jas. Grandison & Co. P.T.O.
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

W1155-0125

NOW DONE CONT^d

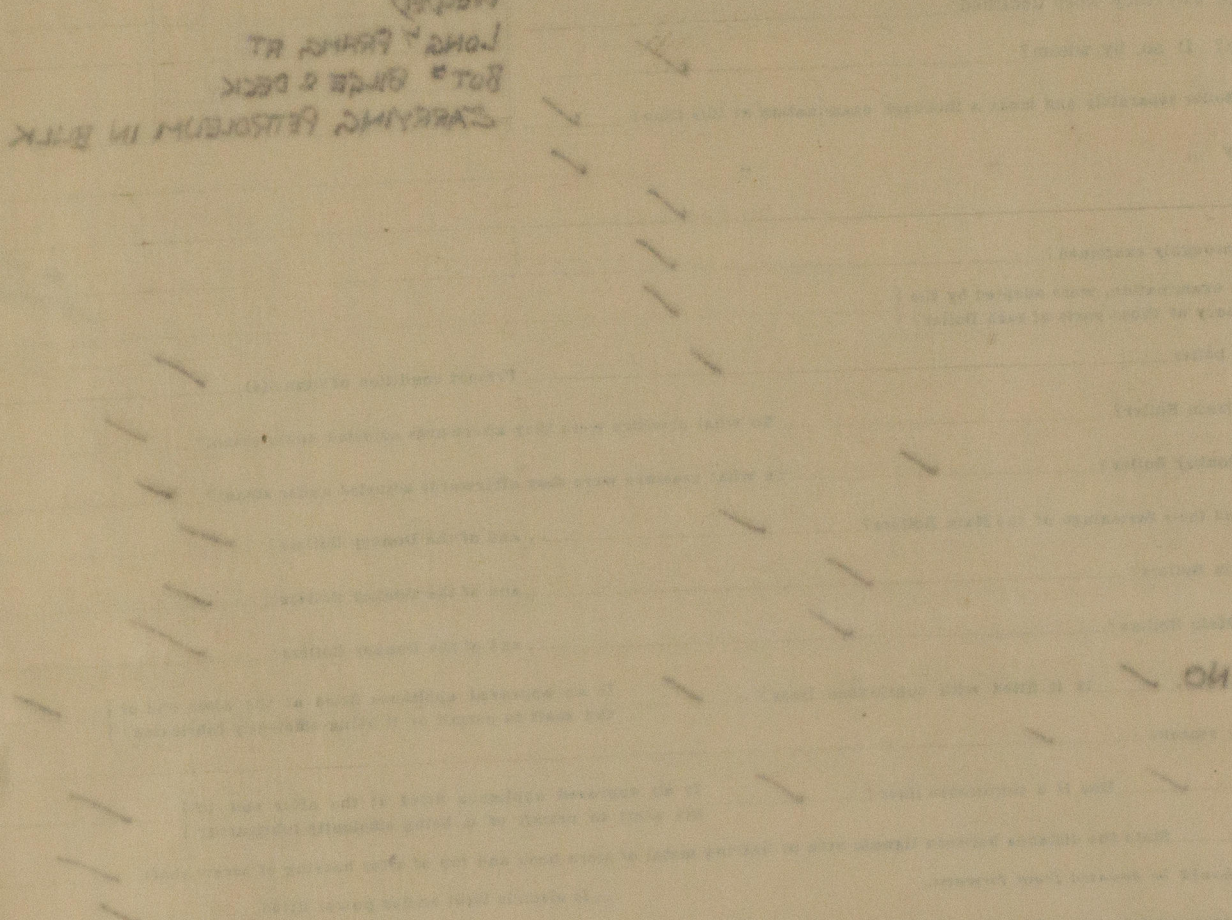
& Auxiliary
Main engines, pumps, and steering gear tried under working
conditions and found satisfactory.

WEAR & TEAR REPAIRS : Spring couplings for Super-charger blower

drive, removed overhauled and new springs fitted
Driving chain renewed.

+10000
3-10-11-40
BUTTS OF KEEL
2 BOT PLATE BLK
WELDED
LONG FRING RT
BOT GIRD & DECK
CARRYING PLATFORM IN BULK

DAMAGE



NOW DONE On account of damage stated to have been sustained through
explosion (torpedo damage). Vessel placed in dry dock and
mechanical, valves, steam pipes and sea connections examined
extensively. No piping, valves, pipe lines and sea valves specially examined without
finding satisfactory.

Large pipe lines cleaned in view of No 2 tanks disconnected and bulkhead
and pipe line replaced at after end of No 2 tank. Stopcock and pipe
lines in No 2 tanks removed and temporary pipe fitted to cross
connection to place No 2 tanks under pumping control.
The replacement of the

vessel is in safe working condition and eligible to receive
as now cleared without loss of cargo of sugar shipped to
stopcock and No 2 tanks pipe lines being kept with at end of
disconnected voyage to North American Port.



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