

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

(Received at London Office)

Date of writing Report 26 March 1941 When handed in at Local Office 28 MAR 1941 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book 83042 Survey held at Blyth Date, First Survey 17 March Last Survey 25 March 1941  
(No. of Visits 7)

on the Machinery of the Wood, Iron or Steel Le SCHIELAND

Tonnage { Gross 2249 Vessel built at Schiedam By whom A. F. Smulders A.C.P. When 1916 Month 12  
Net 1202 Engines made at -do- By whom -do- When 1916

Nominal Horse Power 212 Boilers, when made (Main) 1934 (Donkey)

No. of Main Boilers 2 Owners Scheepvaart on Steenkolen Maatschappij Owners' Address Rotterdam Voyage Port Rotterdam

of Donkey Boilers 1 Managers -

Pressure Main Boilers 180 If Surveyed Afloat or in Dry Dock yes, at Blyth  
(State name of Dock.)

Donkey Boilers -

Last Report No. 98655 Port Nwc

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

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned how often	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1	7.40.	+L.M.C 3.38
S.S. Rot. No 3-4.29.		+N.B. 6.34
S.S. Rot. No 2-38		BS. 10.39
		OG. 3.38

Cargo battens not fitted.

Particulars of Examination and Repairs (if any) BS.

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 details 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

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? yes

" " Donkey " " "

this was not done, state for what reasons?

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

so, 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?

the latest date of internal examination of each boiler 17/3/41 Present condition of funnel good.

the Surveyor examine the Safety Valves of the Main Boiler? yes. To what pressure were they afterwards adjusted under steam? 180 lbs.

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? yes, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers? none, and of the Donkey Boilers?

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

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?

s shaft now been changed?  If so, state reasons

s 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 Vessel afloat.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light yes fitted?

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

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

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

our done - The Boilers examined together with their safety valves, mountings, doors and fastenings and found or placed in safe working order. Safety valves adjusted under steam to 180 lbs.

Repairs - Mountings overhauled - a few valves seats machined and a few minor repairs effected.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is,  
(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.)

in my opinion eligible to remain as classed and to have record of BS-3.41

Survey Fee (per Section 29) BS £ 3 : 0 : 0 Fees applied for 28 MAR 1941

Special Damage or Repair Fee (if any) (per Section 29.) £ -

Travelling expenses (if chargeable) £ - Received by me, 19

Committee's Minute TUE 8 APR 1941

Assigned BS, 3.41

Dutch Vsl.

John L. Laidlaw  
Engineer/Surveyor to Lloyd's Register of Shipping.

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1019-0177

Insert Character of Ship and Machinery precisely as in the Register Book

Alford

14/2/41

RP

7/4/41

Le Mans

