

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

(Received at London Office

23 JUN 1934)

Date of writing Report 19.6.34 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book. 34661 Survey held at Rotterdam Date, First Survey 19th May Last Survey 16th June 1934

on the Machinery of the Wood, Iron or Steel S/S SCHIELAND (No. of Vessels 7)

Tonnage { Gross 1149 Vessel built at Schiedam By whom A. F. Smulder When 1916-10  
 Net 1101 Engines made at r By whom r When 1916

Nominal Horse Power 110 Boilers, when made (Main) 1916 (Donkey)

No. of Main Boilers 1 Owners Schepvaart in Hunkeler Owners' Address Rotterdam  
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 1 Managers P. H. Dijk Port Rotterdam Voyage

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock P. H. Dijk  
 (State name of Dock.)

in Donkey Boilers 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No.  Port Particulars of Examination and Repairs (if any) HLMC fitting New Boilers

(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? -

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? -

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 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? Mc 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 Belgium

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

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

Vessel placed on pontoon. Propeller, after end of shaft, stem tubes and fastenings examined and found in order.

Levecocks and valves examined and found in order.

Crank, thrust shafts examined and found in order.

Cylinders, pistons, slide valves and steam chests examined and found in order.

Pumps, condenser, and auxiliary machinery examined and found in order.

Condenser tubes drawn, cleaned and tested, condenser tested upon completion and found tight.

Arrangement of coaks, pipes, belg. unions, roses etc examined and found good.

Elect. light installation examined and tested and found good.

New boilers have now been fitted of which the report is forwarded to your office on the 24th of May last PTO

General Observations, Opinion, and Recommendation: The machinery is now

(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.E.M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

in order and I am of opinion that this vessel is eligible

to remain as classed with fresh record of HLMC. 6.34

NEW BOILERS 6.34.

Fee (per Section 29) 150.00

Special Damage or Repair Fee (if any) 10.00

Travelling expenses (if chargeable) -

Committee's Minute

Assigned

+ Linc 6.34

+ N.B. 6.34

CERTIFICATE WRITTEN

Fees applied for

22.6.1934

Received by me,

3-7 1934

TUE. 3 JUL 1934

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

V119-0187

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

Is a Certificate required? If so, to be sent to Rotterdam Surveyor



N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

Main steam pipes renewed, tested as required and found in order.

Thickness of adjusting washers of safety valves of main boilers

	JB	Port
JB boiler	14 mill	14½ mill
Port "	14 mill	14 mill

J. F. Schoa

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register Foundation