

Report of Survey for Repairs, &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 Visits 7)
 Tonnage { Gross 2249 Vessel built at Schuidam By whom A. J. Smulder When 1916-10
 Net 1101 Engines made at r By whom r When 1916
 Nominal Horse Power 210 Boilers, when made (Main) 1916 (Donkey)
 No. of Main Boilers 1 Owners Schepvaart in Hunkel, My Owners' Address Rotterdam
 No. of Donkey Boilers - Managers r (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 180 lb Port Rotterdam Voyage r
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock D. H. Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) H.M.C. fitting New Boilers

(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? ✓

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? ✓ 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 tight

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.
Sea cocks 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.
Electric 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 P.T.O.

General Observations, Opinion, and Recommendation: The machinery is now in order and I am of opinion that this vessel is eligible to remain as classed with fresh record of H.M.C. 6.34
NEW BOILERS 6.34.

Fee (per Section 29) 150.00 Fees applied for 22.6.1934
 Special Damage or Repair Fee (if any) _____
 Travelling expenses (if chargeable) 10.00 Received by me, 3-7-1934
 Committee's Minute _____
 Assigned + June 6.34
+ N.B. 6.34

CERTIFICATE WRITTEN

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years allowed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>H.M.C. 1.2.32</u>		<u>1776.5.29</u>
<u>S.I.ROT. NO. 3.4.29</u>		<u>B.S. 1.3.34</u>
		<u>T. Jan 1.34</u>
		<u>'04</u>

EXCEED PATENT NOT FITTED

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to _____

H. J. De Vries
 Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

V119-0187

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

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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