Rpt. 9.

No. 42696

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

(Received at London Office 7 - SEP 1942)

Date of writing Report 12th August 1942 When handed in at Local Office 12th August 1942 Port of New York

No. in Reg. Book 52555 Survey held at New York Date, First Survey 21st July Last Survey 28th July 1942 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel "STAD AMSTERDAM"

Tonnage: Gross 3780, Net 2322

Nominal Horse Power 300

No. of Main Boilers 2

No. of Aux. Donkey Boilers 1

Steam Pressure — in Main Boilers 192 lbs. in Aux. Donkey Boilers 192 lbs.

Vessel built at Dordrecht By whom N.V. Schpw. Dordrecht When 1920 -

Engines made at Mulheim By whom Thyssen & Co. When 1920 -

Boilers, when made (Main) 1939 (Aux. Donkey) 1939

Owners N.V. Stoomb. Mij. "STad Amsterdam" Owners' Address - (if not already recorded in Appendix to Register Book.)

Managers Halcyon-Lijn, N.V. Port Rotterdam Voyage -

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Pier 96, North River, N.Y.

Last Report No. 118046 Port Liv.

Particulars of Examination and Repairs (if any) Boiler repairs

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 - Present condition of funnel(s) -

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 -

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? -

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

Repairs Now Done Due to Wear and Tear:- Port and Starboard boiler. Approximately 36 stay bolts caulked and welded in back ends of combustion chamber. and 30 plain tubes renewed in each boiler.

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
Docking date 7.41		B.S. 6.41
Examined L.R.V.		TS CL 6.41
~~41 Spl.~~		6.42
6.42		
6.42		

Fwd. L.R. 7.41 (12 mos).
Indtd. plate no. 2 in 2nd strake below sheer (S.S.).

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

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

General Observations, Opinion, and Recommendation:—

(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 ✱LMC 140 lb., F.D., &c.) CS 3,34,

The machinery and Boilers of this vessel are in good condition and eligible in my opinion to be continued as classed without fresh record.

Survey Fee (per Section 29) £20:00:

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

Travelling expenses (if chargeable) £ 1:00:

Fees applied for Aug 12 1943

Received by me, 19

James Campbell
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned Referred for B.V.

NEW YORK AUG 1 1943

W120-0004

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Noted

To complete the B/S due 6.42 & part held 6.42, the B/S of the Aux Boiler to be adjusted.

11/9/42

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