Rpt. 9.

No. 115515.

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office JAN 30 1941)

Date of writing Report 15 Jany 1941 When handed in at Local Office 18 JAN 1941 19 Port of LIVERPOOL

No. in Reg. Book. 83829. Survey held at Gaston. Date. First Survey 27/12/40 Last Survey 31/12/1940 (No. of Visits 2)

on the Machinery of the ~~Wood, Iron or~~ Steel "Stad Amsterdam"

Tonnage { Gross 3780. Net 2322.

Vessel built at Dordrecht By whom N.V. Schpw. Dordrecht When (Year. Month.) 1920 –

Nominal Horse Power 300.

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

Boilers, when made (Main) NB 1939. (Donkey) ✓

No. of Main Boilers 2.

Owners N.V. Stoomv Mij "Stad Amsterdam" Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers ✓

Managers "Halcyon-Lijn" Port Rotterdam Voyage ✓

in Donkey Boilers ✓

If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Gaston.

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 and when expired.	Machinery and Boiler Surveys (including date of N.B., if any).

Last Report No. ✓ Port ✓

Particulars of Examination and Repairs (if any) Gaston 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? No.

" " 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) Good

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 the 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 vitæ 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 Complete.

Visited the vessel at the request of the Owners Superintendent
Conferred with the Chief Engineer regarding the working of the main and auxiliary machinery and boilers and made a general examination of same.
Examined the LP crank pin & both General Service pumps.
(The water end of the inboard GS pump to be renewed at first opportunity).
The main engine section of the lubricating oil pipes (fed from gravity tank) partly restricted and dirty – have been cleaned and cleared.

Boilers renewed 1939.

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 above is for the information of the Committee.

Survey Fee (per Section 29) £ : :

Special ~~Damage or~~ Repair Fee (if any) (per Section 29.) £5 : 5 : –

Travelling expenses (if chargeable) £ : :

Fees applied for 27 JAN 1941 19

Received by me, 19

S. Batchelor.

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Assigned Transmit to London

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

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

(This Survey's certificate will be made out and sent to the office now, if this Report sent now, in which case it will be sent.)

Noted

Part Survey

for record & [illegible]

DM

4/5/41