

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

(Received at London Office) FRI. 28 APR. 1922

Date of writing Report 26 April 1922 When handed in at Local Office

Port of Rotterdam

No. in Survey held at Rotterdam

Date, First Survey 11 April Last Survey 12 April 1922

on the Machinery of the Wood, Iron or Steel

of PRESIDENT GOMEZ Master

Age { Gross Net
Registered Horse Power of Main Boilers
of Donkey Boilers
Main Pressure of Main Boilers
Donkey Boilers

Vessel built at Groningen

By whom J. Hoeter. Hzn Schipsw. When 1911

Engines made at Delfzijl

By whom Machfab. D.O.A. When 1911

Boilers, when made (Main)

(Donkey)

Owners Bataafsche Petroleum Maatschappij

Wants Port Willemstad, D.W.I. Voyage Curacao

If Surveyed Afloat or in Dry Dock P.H. Ponderon

(State name of Dock.)

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

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Survey (including date of N.B., if any).
100 A 1		Class contemplated.
		FE not yet received

Previous Report No. Port

Particulars of Examination and Repairs (if any) Dam

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 initials and initials of any letters respecting this case.

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? Yes, not required as 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

Do. " " Donkey " " " no

Where this was not done, state for what reasons? Ponderon not due

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

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 Boiler? ✓

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 the screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? no or is it without liners? ✓

Has the shaft now been changed? no If so, state reasons ✓

Has the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

What is the distance betweenignum vite of stern bush and top of after bearing of screw shaft? ✓

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

The vessel is reported to have her propellers fouled by a chain.

Work placed in dry dock both screw shafts drawn and found after liners in both shafts between propeller and bracket secure. Shafts dressed fair on lathe and replaced propellers stern bushes and all fastenings good. Trust tunnel and crankshaft opened out examined and found good.

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, E.&M.S. 9,11, or L.M.C. 9,11 149 lb., F.D., &c.)

The machinery being now in good and efficient condition, I am of opinion that the vessel is eligible to remain as classed with notation of T.S. 22.

Fee (per Section 28) £ 25.00
Damage or Repair Fee (if any) (per Section 28.) £ 1.00
Other Expenses (if chargeable)

Fees applied for 27/4 1922
Received by me, 27/4 1922

FRI. 17 SEP 1920
A Doyle
TUES. 5 JUL 1927 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Signed L.M.C. H. 22.
FRI. 23 FEB. 1923
FRI. 1 JUN 1923
FRI. 2 JAN 1925
TUES. 22 JUN 1926
Filled for oil fuel 4.32 SP. above 1500

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

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

