

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

(Received at London Office)

Date of writing Report 6-6-1939 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book Survey held at Rotterdam Date, First Survey 26-5-39 Last Survey 26-5-1939 (No. of Visits 1)

13977 on the Machinery of the Wood, Iron or Steel "EUROFELD" or "STANBRIDGE" Year. Month. 1917 3.

Tonnage { Gross 5063 Vessel built at Stockton By whom Nicholson, Duck & Co. Ltd. When 1917 3.
Net 3449 Engines made at do. By whom Blair & Co. Ltd. When do.

Nominal Horse Power { 395 Boilers, when made (Main) 1917 (Donkey)

No. of Main Boilers 3 Owners Europäische Tanklager und Transport-Gesellschaft (if not already recorded in Appendix to Register Book.)
Managers Europäische Tankreederei G.m.b.H. Port Hamburg Voyage Key West

No. of Donkey Boilers 1068 Steam Pressure in Main Boilers 1068 11 Surveyed Afloat or in Dry Dock P.H. dock. (State name of Dock.)

in Donkey Boilers —

Last Report No. — Port —
Particulars of Examination and Repairs (if any) Cond.

(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? ✓

" " 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 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? no If so, state reasons ✓

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

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 10"

Is electric light and/or power fitted? ✓

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

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

Vessel on pontoon Propeller, sternbush and outer fastenings exam'd and found good

General Observations, Opinion, and Recommendation:— The machinery being now in
(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. 2, 11, B.&M.S. 2, 11, L.M.C. 2, 11, or L.M.C. 140 lb., F.D., &c.)
order. I am of opinion that this vessel is eligible to remain as classed.

Survey Fee (per Section 20) £ : : Fees applied for 19
Special Damage or Repair Fee (if any) £ : : Received by me, 19
(per Section 20.)
Travelling expenses (if chargeable) £ : : 19

Committee's Minute

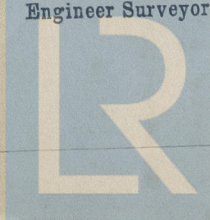
Assigned

As now Subject

FRI 30 JUN 1939

H. Hassell

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W 1360-0010

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

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

June
16.6.39

Subject to the
DONKEY BOILER
not being used again.



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