

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

(Received at London Office 26 JUL 1935)

Date of writing Report 22-7-35 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book 87819 Survey held at Rotterdam Date, First Survey 19-6-35 Last Survey 14-7-1935 (No. of Visits 10)

on the Machinery of the ~~Wood~~ Steel S/S. WILLEMSPLEIN

Tonnage Gross 5489 Net 3445 Vessel built at St. Glasgow By whom Busulf & Co. When 1910

Nominal Horse Power 538 Engines made at Glenoch By whom Rankin/Blackburn When 1910

No. of Main Boilers 3 Boilers, when made (Main) 1910 (Donkey)

No. of Donkey Boilers Owners W. Schuprant / Mr. Mulling Owners' Address Rotterdam

Steam Pressure in Main Boilers 100 lb Managers G. A. Splidhoff (if not already recorded in Appendix to Register Book.)

in Donkey Boilers # Surveyed Afloat or in Dry Dock Mar. Wealhavin Port Rotterdam Voyage

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 how often renewed.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1-4,34		+L17C
Spar deck		B.S. 11,34
S.S. ROTNO 3-4,23		M.S. 0,31
S.S. ROTNO 2-32		T.S. seen 5,32
		'CL

Last Report No. Port

Particulars of Examination and Repairs (if any) See J & LMC

(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. sent H. 20-6-35)

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 Yes, not required.

is a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

his was not done, state for what reasons?

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?

the latest date of internal examination of each boiler? 2/6-35 10-7-35

the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb by Government levee and weight.

the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler?

screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

screw shaft now been changed? Yes If so, state reasons liner worn, and after removal of liner shaft cracked at centre.

screw shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

the date of examination of Screw Shaft 4-7-35 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft renewed.

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

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Vessel is reported to have been aground last voyage at Japan. Vessel placed in dry dock, screw shaft drawn exam, liner badly worn, and after removal of liner shaft found cracked at centre. The spare shaft has now been fitted. Propeller good. Stern bush slack in tube and tube badly corroded. Stern tube and bush removed and replaced by new ones. Seaconnections and fastenings examined and found good. Rank-thrust and tunnel shafting examined, crankshaft lifted, white metal in lower halves of bearings renewed. Thrust shaft exam in to the and one collar pressed up. Cylinders, pistons, valves and checks exam. L.P. piston rod badly bent, same removed and replaced by new one. Cross heads exam. H.P. and L.P. brasses renewed.

General Observations, Opinion, and Recommendation: The machinery being now in a good condition I am of opinion that the vessel is eligible to remain as cleared with fresh record of J & LMC 7-35 and notation of T.S. seen 7-35.

(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 L.M.C. 140 lb., F.D., &c.)

in a good condition I am of opinion that the vessel is eligible to remain as cleared with fresh record of J & LMC 7-35 and notation of T.S. seen 7-35.

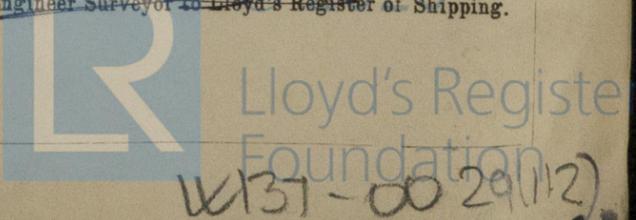
Survey Fee (per Section 29)	£ 140.00	Fees applied for	25.7.1935
Special Damage or Repair Fee (if any) (per Section 29.)	£ 200.00	Received by me	6.8.1935
Traveling expenses (if chargeable)	£ 14.50		

Committee's Minute WED. 7 AUG 1935

Assigned +LMC 7,35 subject

57.35

W. H. Brouwer
Engineer Surveyor to Lloyd's Register of Shipping.



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

CERTIFICATE WRITTEN

W131-0029(12)

$\frac{5}{2}$ Willemsoplein

Condenser tested and found tight.

+ LMC.

Seaconnections and fastenings good.

Crank. Thrust- and turntablehafting even and good

Cylinders, pistons, valves and chests even and good

Condenser even and tested.

All pumps and pumping arrangements even and found
or made good.

Electric light installation even tested and where
necessary repaired.

Main boilers examined internally and externally,
their mountings, fittings and steam pipes and found
in good condition.

W. Brouce