

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 14-4-1935
 on the Machinery of the ~~Wood Iron or Steel~~ S/S. WILLEMSPLEIN (No. of Visits 10)
 Tonnage Gross 5489 Vessel built at St. Glasgow By whom Bussell & Co. When 1910 2
 Net 3445 Engines made at Glenrock By whom Rankin/Blackburn When 1910
 Nominal Horse Power 538 Boilers, when made (Main) 1910 (Donkey)
 No. of Main Boilers 3 Owners W. T. Schuppaert / Mr. Mulling Owners' Address Rotterdam
 No. of Donkey Boilers 1 Managers G. A. Splidhoff (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 100 lb Port Rotterdam Voyage
 in Donkey Boilers — # Surveyed Afloat or in Dry Dock Mr. Waalhaven
 (State name of Dock.)

Last Report No. — Port —Particulars of Examination and Repairs (if any) Sam & 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. Serial 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

" " Donkey " " " "

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

the Surveyor examine the Safety Valves of Donkey Boiler? —

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

the Surveyor examine the drain plugs of the Main Boilers? —

the Surveyor examine all the mountings of the Main Boilers? Yes

screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes

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

the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

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.

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 exm., 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 exm. in to the and one collar pressed up.

Cylinders, pistons, valves and checks exm. L.P. piston rod badly bent, same removed and replaced by new one.

Cross heads exm. H.P. and L.P. brasses renewed.

General Observations, Opinion, and Recommendation:— The machinery being now

(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, R.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 classed with fresh record of & 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) £ 200.00
 Travelling expenses (if chargeable) £ 14.50 Received by me 6-8-1935

Committee's Minute WED. 7 AUG 1935

Assigned + LMC 7-35 subject

57.35

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping

W131-0029(12)

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

$\frac{5}{2}$ Willemsoplein

Condenser tested and found tight.

+ LMC.

Seaconnections and fastenings good.

Crank. Thrust- and turntable lifting exm and good

Cylinders, pistons, valves and chests exm and good

Condenser exm and tested

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

Electric light installation exm tested and where
necessary repaired.

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

CH Bounce