

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

No. 18335

(Received at London Office 11 JUL 1952)

Report 6th June 1952 When handed in at Local Office 10 Port of Amsterdam
 Survey held at Amsterdam Date First Survey 4th June Last Survey 3rd June 1952
 the Machinery of the Wood, Iron or Steel 3/3 "AMSTELKERK" (No. of Visits 2)

4457 Vessel built at Skerkin By whom Nische & Co. A.G. Year. Month.
 2453 Engines made at Munich By whom Escher. Wyss & Co. When 1929 2
 653 MN Boilers, when made (Main) (Donkey) When 1929
 Owners Ver. Ned. Scheepw. My Owners' Address
 (if not already recorded in Appendix to Register Book.)
 Managers Port Amsterdam Voyage 8 Duala
 225 lb Surveyed in Dry Dock Amst. Droogdok My.
 (State name of Dock.)

No. Port
 of Examination and Repairs (if any) Port B.S. T.S.
 When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the
 if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on
 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides
 the body of the report, should be briefly summarised at the end of the report. State also the dates and
 reasons respecting this case

Where the Surveyor has not made a special damage report he is required to state whether he offered his
 his purpose, and why they were declined
 Made by anyone else? If so, by whom?

Personally go inside each Main Boiler separately and make a through examination at this time? yes
 Donkey " " "

What parts of the Boilers could not be thus thoroughly examined?
 In the absence of internal examination, were adopted by the
 himself of the thorough efficiency of those parts of each Boiler?

Internal examination of each boiler Boilers Port and Starboard Forward 4-6-52 Present condition of funnel good
 Examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam remain to be done
 Examine the Safety Valves of the Donkey Boilers? yes To what pressure were they afterwards adjusted under steam?

Examine all the manholes, doors and their fastenings of the Main Boilers? yes and of the Donkey Boilers?
 Examine the drain plugs of the Main Boilers? yes and of the Donkey Boilers?
 Examine all the mountings of the Main Boilers? yes and of the Donkey Boilers?

How been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no
 Changed? If so, state reasons Has the shaft now fitted been previously used? Has it a continuous liner?

Oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 5-6-52 State the wear down in the
 Electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?
 Resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.
 Complete, state what arrangements have been made for its completion and what remains to be done. To complete the Boiler Survey
 Port and Starboard Aft remain to be examined and all safety valves adjusted
 been arranged that this will be done upon vessels return from her
 voyage.

placed in dry dock. Tail shaft drawn, examined and found with stem tube.
 stem gland and propeller in good condition. The L.V. bearing has been

Port and Starboard forward have now been examined internally
 ally and found with their superheaters in good condition.
 of valves and mountings opened out, examined and found or made

Conclusions, Opinion, and Recommendation:—
 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
 tion required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, & LMC 9,11 or
 9,12, FD, &c.)

Machinery being in a good condition, I am of opinion that same
 be to remain as classed, with fresh record of B.S. 6,52 when Boilers
 Starboard Aft examined and all safety valves adjusted, and
 Tail shaft seen 6,52

17-0-52
 Fee applied for 8-7-1952
 Received by me, 19

THU 7 AUG 1952
 Deferred for comp. BS LMC
 S 6,52

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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