

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

(Received at London Office)

7 DEC 1939

Date of writing Report November 20th 1939 When handed in at Local Office Nov 20 1939 Port of New York

No. in Survey held at Brooklyn Date, First Survey and Last Survey October 28th 1939
 eg. Book. 2647 on the Machinery of the Wood, Iron or Steel T.S.S. ROTTERDAM (No. of Visits 2)

Gross 24149 Vessel built at Belfast By whom Harland & Wolff, Ltd. Year. Month. 1908, 6
 Net 15056 Engines made at Ditto By whom Ditto When Ditto

Nominal Horse Power 2451 Boilers, when made (Main) 1908 (Donkey) ☒

No. of Main Boilers 80 & 25 Owners Nederl.-Amerik. Stoomv. Maats. Owners' Address Port Rotterdam Voyage ☒
 (if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers 2 Managers Holland Amerika Lijn Port Rotterdam Voyage ☒
 In Main Boilers 215 If Surveyed in Dry Dock Yes ☒
 (State name of Dock.) Robins & Co. Dry Dock

In Donkey Boilers ☒

Last Report No. Port

Particulars of Examination and Repairs (if any) Eng. Rps. & T.S.

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.

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 Report attached

Was a damage report made by anyone else? If so, by whom? underwriters surveyor.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

" " Donkey " " " not submitted

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 ☒

Present condition of funnel(s) ☒

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? Port only

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? ☒

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

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 Port Oct. 28th 1939

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Port 5 7/32

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

Is electric light and/or power fitted? yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? no

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

Examined for damage stated to have been sustained, when the Port propeller presumably struck a submerged object on October 18th 1939, while on a voyage from Rotterdam to New York, increased revolutions and considerable vibration being noted at that time after which the revolutions were reduced on the port engine.

Now down Vessel placed on dry dock, examined the propellers, port screw shaft, fastenings of the stern bushes and of the sea connections and found or placed in good order.

Port propeller broken blade removed & spar blade fitted, one broken stud renewed, all studs & nuts hardened

Port stern bush rewooded.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is
 (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. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or L.M.C. 140 lb., F.D., &c.)
Eligible in my opinion to remain as classed with fresh record of T.S. C.L. port 10, 39.

Survey Fee (per Section 20) £ 50
 Special Damage or Repair Fee (if any) £ 10
 (per Section 20.) Late fee
 Travelling expenses (if chargeable) £

Fees applied for
Oct 31 1939
 Received by me,
Nov. 8, 1939

Committee's Minute

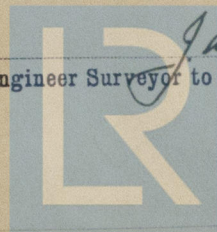
Assigned Deferred
P.T. 5 10 39

NEW YORK

NOV 22 1939

FRI 19 JAN 1940

Engine Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

W213-0143

Noted.

Note examination of sea connections
5.39 as far as SS No. 1 due 12.39.

L.H.
10/12/39.



© 2019

Lloyd's Register
Foundation