

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

21 DEC 1934

(Received at London Office)

Date of writing Report 18-12-1934 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book 04028 Survey held at Rotterdam Date, First Survey 14-10-34 Last Survey 10-12-1934 (No. of Visits 9)

on the Machinery of the ~~Wood, Iron or Steel~~ ^{Twin} ROTTERDAM

Tonnage { Gross 14149 Net 10056 Vessel built at Belfast By whom Harland & Wolff, Ltd. When 1900-6

Nominal Horse Power 1451 Engines made at By whom When 1900

No. of Main Boilers 2 Boilers, when made (Main) 1900 (Donkey) By whom When 1900

No. of Donkey Boilers 1 Owners N.V. Holland America Lijn Owners' Address Rotterdam (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 150 lb Managers By whom Port Rotterdam Voyage New-York

in Donkey Boilers 1 ~~Surveyed Afloat~~ and in Dry Dock Wm. Maas Particulars of Classification (which must be inserted precisely as in Register Book & Supplements.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) 7 Conc. 725

(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

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? ✓

Do. " 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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boiler? ✓

Has 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? ✓

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 28-11-34 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft + 1/8"

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

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

Vessel placed in dry dock, both screws shafts drawn, ex^m and good. Propellers, stern bushes, seaconnections and fastenings good.

Crank thrust and tunnel shaftings ex^m. Both crank shafts lifted, white metal in brass renewed.

Cylinders, pistons, valves and chests ex^m and found good.

Condensers ex^m and tested. Starb condenser all tubes removed and replaced by new ones.

All pumps and pumping arrangements ex^m overhauled and made good.

Electric light installation ex^m tested and found or made good.

All machinery tried under working condition and found all in order.

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, B.M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

in a good and efficient condition I am of opinion that the vessel is eligible to remain as classed with fresh record of 7 Conc. 725 12-34 and notation of T.S. seen 12-34.

Survey Fee (per Section 28) £ 200.00 Fees applied for 20.12.1934

Special Damage or Repair Fee (if any) £ _____

Travelling expenses (if chargeable) £ 5.00 Received by me 28-1-35

Committee's Minute FRI. 4 JAN 1935

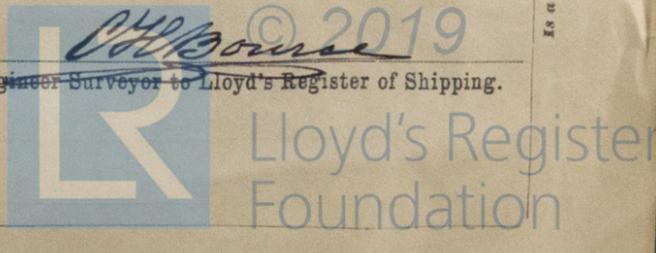
Assigned Deferred + dmb.
21.11.34 21.12.34

CERTIFICATE WRITTEN

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Year assigned new expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100A1-5,11</u>		<u>+1170 130</u>
<u>1.1.ROT-NO-1-3,11</u>		<u>B.S. 5,34</u>
<u>1.1.ROT-NO-2-30</u>		<u>T.S. seen 531</u>
		<u>'11</u>

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

Is a Certificate required? If so, to be sent to the Rotterdam Surveyor.



W213-0148

S. No 3 due 3.34 has held on
Engines
Crank shaft bearings reinstalled

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD.

Time no. 12.34
S. 11.34

Then
1.1.35



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