

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

(Received at London Office)

1 NOV 1933

Date of writing Report 31-10-1933 When handed in at Local Office 1933 Port of Rotterdam

No. in Reg. Book. 34813 Survey held at Schiedam Date, First Survey 17-8-33 Last Survey 27-10-1933  
(No. of Visits 16)

Tonnage Gross 66105 1/2 Net 40490 1/2 Vessel built at Schiedam By whom New Waterway S.B. Co. When 1911-2  
Engines made at Rugby By whom British Thomson Houston Co. Ltd. When 1911  
(Donkey)

Boilers, when made (Main) 1911 Owners' Address The Hague  
(if not already recorded in Appendix to Register Book.)  
Owners H. J. Van der Schueren Managers Bank in Rotterdam Port The Hague Voyage Hamburg  
If Surveyed Afloat or in Dry Dock At Rotterdam  
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. PortParticulars of Examination and Repairs (if any) T.S. Rmc. Alteration

Local Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on the basis of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he has rendered his services for this purpose, and why they were declined.

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

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

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

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

What parts of the Boilers could not be thus thoroughly examined? All parts accessible.

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 25-9-33.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

To what pressure were they afterwards adjusted under steam? 100 lb. by Government levee and weights.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted under steam? Yes

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

, and of the Donkey Boilers? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes

, and of the Donkey Boiler? Yes

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

, and of the Donkey Boiler? Yes

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? Yes

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

Has the 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? Yes

State date of examination of Screw Shaft 11-9-33 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft L.V. renewed.

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, screw shaft drawn, examined and found good.

Stern bush and fastenings good. A new bronze propeller has now been fitted.

Sea connections and fastenings examined and found good.

Gearing, thrust and turntable shafting examined and found good.

Turbine casing examined. Blading altered in acc. with new rotors and found good.

New rotors made (please see London report N. 99120. attached herewith) and fitted, all machinery carefully lined out and now in order.

New flexible couplings made and fitted, material tested as required and found in order.

Lubricating oil pumps and system completely opened examined and found good.

All condenser tubes removed, on each side condenser 2' 6" long tubes.

original tube plates refitted, all tubes renewed, condenser tested upon p. 4.0.

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 this vessel is eligible to remain as classed with fresh record of T.S. 10-33 and notation of T.S. seen 10-33.

Survey Fee (per Section 29) £ 190.00 Fees applied for 31.10.1933

Special Damage or Repair Fee (if any) £ 350.00

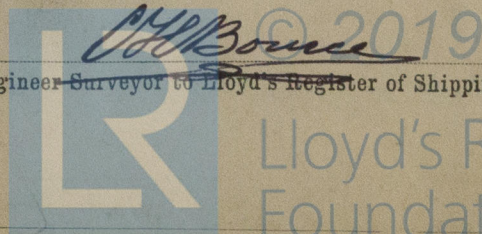
Travelling expenses (if chargeable) £ 12.50

Committee's Minute TUE. 14 NOV 1933

Assigned Pdmb 10-33

Received by me 362.50 and 28/11/33

Engineer-Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

K 214-0155

CERTIFICATE WRITTEN

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

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

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.

Completion and found tight.  
All pumps and pumping arrangements examined and found or made good.  
Electric light installation examined, tested and found in order.  
Examined all main boilers internally and externally, their mountings and fittings and found in good condition.  
A number of plain & stay tubes renewed.  
Superheaters of forward main boiler completely renewed and tested to 600 H. after being fitted.  
Main steam pipes in engine renewed.  
Positively controlled manoeuvring valve renewed.  
Machinery tried under working condition and found all in good working order.

W. H. Bourne

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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