

# Report of Survey for Repairs, &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 66105k Net 40490k Vessel built at Schiedam By whom New Waterway S.P.O. When 1912-2

Engines made at Rugby By whom British Thomson Houston Co. Wigan 1912  
(Donkey)

Boilers, when made (Main) 1912 Owners H. Van der Schuerwaert Managers Bank in Rotterdam Mr Owners' Address The Hague  
(if not already recorded in Appendix to Register Book.)

Port Rotterdam Voyage Hamburg

Surveyed Afloat or in Dry Dock (State name of Dock.)

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
+100A1-732		+L77C
Shelly Deck		M.S. 1129
with putwork		B.S. 736
S.P. H.A.T. NO. 1-30		T.S. 10-33
		2.4.
		FITTED FOR OIL FUEL 2.2
		M.P. ABOVE 150° F.

Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) T.S. Rmc. Alteration

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs 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? \_\_\_\_\_

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

Did the Surveyor examine the Donkey Boilers? \_\_\_\_\_

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? \_\_\_\_\_

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? 180 lb by Government levee and weights.

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? Yes, 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? Yes, 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 11-9-33 State the distance between lignum vite 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 tunnelshafting 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'-0" long tubes, original tube plates refitted, all tubes renewed, condenser tested upon p. 4.0.

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

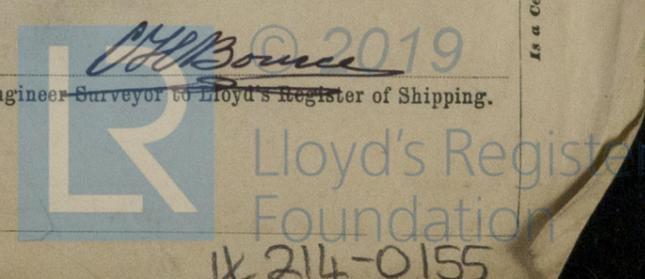
Special Damage or Repair Fee (if any) (per Section 29.) £ 350.00

Travelling expenses (if chargeable) £ 12.50

Committee's Minute TUE. 14 NOV 1933

Assigned P. Lamb 10-33

Engineer Surveyor to Lloyd's Register of Shipping.



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

10m.13.33 - Transact. Ind. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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.

*M. H. Bourne*

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.

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