

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

(Received at London Office - 3 APR 1936)

Date of writing Report 2nd April 1936 When handed in at Local Office 2nd April 1936 Port of Antwerp

No. in Reg. Book. 55876 Survey held at Antwerp Date, First Survey 16th March Last Survey 1st April 1936 (No. of Visits 6)

86021 on the Machinery of the Wood, Iron or Steel S.S. VEERHAVEN

Tonnage Gross 5291 Net 3262 Vessel built at Sunderland By whom W. Gray & Co. Ltd. When 1930 2
Engines made at W. Hartlepool By whom Ch. Har. Eng. Works When 1930

Nominal Horse Power 463 Boilers, when made (Main) 1930 (Donkey) ✓
No. of Main Boilers 3 Owners N.V. Gebr. van Leden's Scheepv. Owners' Address in Rotterdam
No. of Donkey Boilers 1 Managers Port Rotterdam Voyage Rotterdam

Steam Pressure in Main Boilers 260 If Surveyed Afloat or in Dry Dock Antwerp
in Donkey Boilers ✓ 20190 (State name of Dock.)

Last Report No. 852 Port Ant.

Particulars of Examination and Repairs (if any) Centre Boiler

(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? See below

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

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 ✓ 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? see p 5 to 213 lb

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? ✓ Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ 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 ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

Engine parts, when referred to by numbers, should be counted from foreward. Is electric light and/or power fitted? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done See Ant. Rpt: no 20190 &

Correspondence. Now done: Centre Boiler upper longitudinal shell joint specially examined with the inner & outer butt straps removed.

Found: A number of fine cracks in the lower shell plate in way of the rivets holes, extending radially, as per particulars given in attached sketch; & a few in outer butt strap inner surface.

In view of these defects the Owners have now arranged for the three boilers in this vessel to be renewed. New boilers have been ordered from Mess Rotterdam Noy Rock & Co. Ltd.

The port and starboard boilers were examined under steam and found tight. Their safety valves

General Observations, Opinion, and Recommendation:—The machinery of this vessel (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, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

so far as seen, is now in safe working condition and eligible in my opinion to remain as classed without fresh record, for voyage to Rotterdam, using only the port & starboard boilers with working pressure reduced to 213 lb.

Survey Fee (per Section 29)	£	Fees applied for	2.4. 1936
Special Damage or Repair Fee (if any) (per Section 29.)	£ 75.250	Received by me,	7.4. 1936
Travelling expenses (if chargeable)	£		15/4

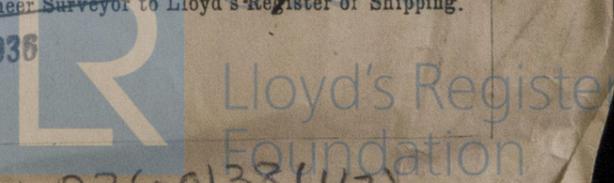
W. J. McKinlay
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 25 AUG 1936

10m 8.35.—Tran
(The Surveyors)

Committee's Minute
Assigned wrote and sent

FRI. 17 APR 1936



W226-0138(112)

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

Is a Certificate required? If so, to be sent to

S.S. "VEERHAVEN"

adjusted under steam to reduced pressure of 213 lbs.

The vessel has now sailed for Rotterdam with the centre boiler out of action. It is stated by the Owners Representative that she is to be laid up at that port until the new boilers are fitted. Surveyors advised & copy of this report forwarded.

W. G. McK.

