

"VEERHAVEN"

This vessel has 3 cylindrical boilers designed and approved for a working pressure of 260 lb. per sq. inch, which become due for survey in February 1936.

On the 29th November a letter was received from Mr. McKinlay, the Society's Principal Surveyor at Antwerp, enclosing 2 sketches showing alternative proposals made by the Dutch Government Surveyor for cropping the inner and outer upper butt straps of the centre boiler, in order that he could further examine the material for defects which, in his opinion, required further investigation.

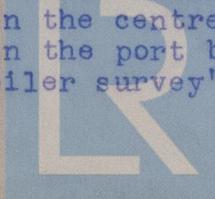
The Dutch Government Surveyor's proposal to replace the cut out portions of the butt straps by electric welding, should the examination not reveal serious defects, was dealt with in endorsement dated 30.11.35. by disapproval of replacement by welding, and the Antwerp Surveyors were advised by wire accordingly.

In view of this decision, the Owners' Superintendent, Mr. Van der Mark, visited this Office on the 3rd instant and by interview with Mr. A.A.A.Chalmers it was arranged that the cropping of the outer butt strap in way of a defective part, so as to enable the Dutch Government Surveyor to estimate the extent of the defect, should be sufficient to satisfy this Surveyor and would not entail the replacement of the removed material.

Mr. McKinlay was therefore advised from this Office by telephone of the arrangement.

On the 13th instant a report was received from Mr. McKinlay dealing with the condition of the centre and port boilers, in which the following recommendation is made:-

"The machinery of this vessel, so far as seen, is now in safe working condition and eligible in my opinion to remain as classed without fresh record, subject to the upper longitudinal shell seam in the centre boiler and the lower longitudinal shell seam in the port boiler being specially examined at the annual boiler survey".



Lloyd's Register
Foundation
P.T.O.

"VEERHAVEN"

This report was accompanied by a letter from Mr. McKinlay, the last paragraph of which reads as follows:-

"I am quite satisfied with the recommendations contained in my report but I understand that the Boiler Inspection Department of the Dutch Government is only allowing the vessel to make one voyage to the Argentine with a reduction of 50 lbs. in the working pressure and that on her return to Rotterdam they will require, for further examination, a piece to be cut out of the outer butt strap over its full width, in the upper shell seam of the centre boiler. The Owners will advise our Rotterdam Surveyors on this matter".

The last sentence of this paragraph is dealt with in a letter dated the 17th instant from the Rotterdam Surveyors, from which it is evident ^{from} ~~that~~, in conversation between the Rotterdam Surveyors and Mr. Van der Mark the Owners' Representative, ^{that} the centre boiler is in a seriously impaired condition, as the removal of the piece of outer butt strap revealed considerable cracking of the boiler shell plate as well as the 2 butt straps.

The information contained in this letter, though of a semi-official character, has been transmitted from the Owners' Representative to the Society's Surveyors at Antwerp, and in consequence thereof the Owners were advised by cable on the 18th instant in accordance with the endorsement bearing that date.

Prior to the receipt of the Rotterdam Surveyors' letter, i.e. on the 14th instant, the Antwerp Surveyors were requested to furnish more detailed information than that which was contained in their report received at this Office on the 13th instant. This information, however, has not as yet come to hand.



© 2019
19/12/35
Lloyd's Register
Foundation

W226-0181(2/2)