No. 20190

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

(Received at London Office 13 DEC 1935)

12th Dec 1935 When handed in at Local Office 12-12 1935 Port of Antwerp

ld at Antwerp Date, First Survey 29th Nov Last Survey 10th Dec 1935 (No. of Visits 7)

achinery of the Wood, Iron or Steel S.S. "VEERHAVEN"

Vessel built at Sunderland By whom W. Gray & Co Ld. When 1930 2

Engines made at W. Hartlepool By whom Cen. Mar. E. Works When 1930

Boilers, when made (Main) 1930 (Donkey) ✓

Owners N.V. Gebr. Van Uden's Scheepv. en Agentuur Maats Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Port Voyage Argentine

~~If~~ Surveyed Afloat ~~or in Dry Dock~~ Antwerp Docks (State name of Dock.)

Port

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).
+100 A1		+LMC
4,35		
		MS 5,34
SS. Hot. Wt-34		BS 8,34
		TS c 4,35

Examination and Repairs (if any) C & P Boiler

held, must be reported in detail and seriatim in the terms of the Rules. State clearly the and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on cause of which must be stated) should be separated from Repairs due to other causes; and the body of the report, should be briefly summarised at the end of the report. State also the letters respecting this case.

he Surveyor has not made a special damage report he is required to state whether he r this purpose, and why they were declined ✓

de by anyone else? If so, by whom? ✓

go inside each Main Boiler separately and make a thorough examination at this time? C & P only

Donkey " " " ✓

r what reasons? ✓

s could not be thus thoroughly examined? ✓

the absence of internal examination, were adopted by the of the thorough efficiency of those parts of each Boiler? ✓

l examination of each boiler C & P 4/12/35 Present condition of funnel(s) ✓

e Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? not adjusted

the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

l the manholes, doors and their fastenings of the Main Boilers? C & P yes, and of the Donkey Boilers? ✓

e drain plugs of the Main Boilers? ✓, and of the Donkey Boiler? ✓

the mountings of the Main Boilers? no, and of the Donkey Boiler? ✓

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? ✓

d? ✓ If so, state reasons ✓

en 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? ✓

Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

ferred to by numbers, should be counted from forward.

Is electric light and/or power fitted?

e, state what arrangements have been made for its completion and what remains to be done Complete

request of Owners Superintendent examined the centre and port ually and externally. The upper longitudinal shell seam ler and lower longitudinal shell seam in port boiler specially here a few rivets had been removed and a small piece of the up in centre boiler cropped, at request of a Surveyor to the Dutch in order to facilitate his examination of these parts. Some fine oted in the outer straps in way of a few of these rivet holes, but in my y do not affect the efficiency of the boilers. The rivets which ed have now been replaced by fitted bolts, the terwards examined under steam and found satisfactory

tions, Opinion, and Recommendation:— The machinery of this vessel, ation, 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 ired 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 F.D., &c.)

een, is now in safe working condition and eligible ion to remain as classed without fresh record, the upper longitudinal shell seam in the centre the lower longitudinal shell seam in the port boiler being specially examined at the annual boiler survey.

	£ : :	Fees applied for 12-12-1935
any)	£ Fr: 2,450	
e)	£ : 500	Received by me, 18-12-1935

15/4/36

Engineer Surveyor to Lloyd's Register of Shipping.

te FRI. 17 APR 1936

TUE. 25 AUG 1936

As now subject

W226-0193

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

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

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