

15 AUG 1936

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

(Received at London Office)

Writing Report 12.8.1936 When handed in at Local Office 19 Port of Rotterdam

Survey held at Rotterdam Date, First Survey 11 May Last Survey 11 July 1936  
(No. of Visits 4)

on the Machinery of the Wood Transport Steel S. VEERHAVEN

Gross 5291 Vessel built at Sunderland By whom W. Gray & Co. Ltd. When 1930  
Net 3262 Engines made at W. Hartlepool By whom Gen. Mar. C. Nicks When 1930

Power 463 Boilers, when made (Main) 1930 (Donkey)

Main Boilers 3 Owners H. J. J. v. Udenhede Owners' Address \_\_\_\_\_  
(if not already recorded in Appendix to Register Book.)  
Managers Agintum Nij. & H. Dijk Port Rotterdam Voyage \_\_\_\_\_

Donkey Boilers \_\_\_\_\_  
Pressure \_\_\_\_\_  
In Boilers 2500  Surveyed Afloat or in Dry Dock (State name of Dock.) \_\_\_\_\_  
Key Boilers \_\_\_\_\_

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 or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
T100A1-435		T L7C
S101 N1-34		M.S. 534
		B10'34
		T100A1-435
		'CL

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

Particulars of Examination and Repairs (if any) Condition of Boilers

at 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 on Boilers (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 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 made his services for this purpose, and why they were declined \_\_\_\_\_

Has a special damage report been 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?

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

Were any parts of the Boilers not done, state for what reasons? \_\_\_\_\_

Were any parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

Were any 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?

What was the latest date of internal examination of each boiler? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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 the screw shaft now been drawn and examined? No 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? No

Has the screw shaft now been changed? \_\_\_\_\_ If so, state reasons \_\_\_\_\_

Has the screw 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 8'

Are engine parts, when referred to by numbers, should be counted from forward. \_\_\_\_\_ Is electric light and/or power fitted? Yes

If the survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

Original boiler which have been condemned by the Dutch Government Surveyor have now been removed and new boiler made by Elbern Rotterdam No. 559.50.59 of which the report is forwarded herewith have now been satisfactorily fitted all original mountings and safety valves have now been examined and fitted on new boilers

General Observations, Opinion, and Recommendation:— The machinery is 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, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)  
in order and I am of opinion that this vessel is eligible to remain as classified with fresh record of # NB 8-36

Fee (per Section 29) £ 50.00 Fees applied for 14.8.1936

Damage or Repair Fee (if any) £ \_\_\_\_\_  
(per Section 29.)

Printing expenses (if chargeable) £ \_\_\_\_\_

Received by me, J. J. Oetwa Sep 3 1936  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_  
Signed \_\_\_\_\_

TUE. 25 AUG 1936  
+ NB 8.36  
B.S. 8.36

FRI 2 APR 1937  
FRI 3 SEP 1937

Lloyd's Register of Shipping  
FRI 2 APR 1937  
FRI 3 SEP 1937

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

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