

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

(Received at London Office)

Writing Report 28 Aug 1931 When handed in at Local Office 19

Port of Rotterdam

Survey held at Krimpen 7 April Date, First Survey 24 March Last Survey 24 July 1931

(No. of Visits) 11

80 on the Machinery of the Wood, Iron or Steel

"MAJA"

Gross 8768

Net 4867

Vessel built at Krimpen 7 April By whom C. J. A. Giesse in 1931

Engines made at Amsterdam By whom Werkspoor N.V. When 1931

Boilers, when made (Main) none (Donkey) Werkspoor N.V.

Owners Petroleum by La Corona Owners' Address The Hague

Managers

If Surveyed Afloat or in Dry Dock Building

(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 for expiry.

Machinery and Boiler Surveys (including date of N.B., if any)

100A1
Gloss contemplated

OIL ENGINE.

Carrying Petroleum in Bulk

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

Report No. Port

Particulars of Examination and Repairs (if any) Entry

All Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on 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 initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined?

Has a special damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time?

" Donkey " " "

Is not done, state for what reasons?

Which 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?

Has the Surveyor examined the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam?

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

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? , and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Has the Surveyor examined all the mountings of the Main Boilers? , and of the Donkey Boiler?

Has the 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 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?

What is the distance between Lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

Both stern tubes and propeller shafts with continuous liners fitted in place and found good. Propellers will be fitted at Amsterdam. Sea connections fitted and good. The above shafting and machinery has been made by Werkspoor N.V. at Amsterdam and fitted at the builders' yard.

and tested steam heating coils as per Rules in all cargo oil tanks, oil fuel double bottom tanks in engine room and in lubricating oil tanks in double bottom. The bilge pumping arrangement forward examined and found good and in accordance with the approved plan. The vessel has been towed to Amsterdam to receive her P.T.O.

General Observations, Opinion, and Recommendation:—

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, or L.M.C. 9.11, 140 lb., F.D., &c.)

For the information of the Committee

Fee (per Section 28) £ 100.-

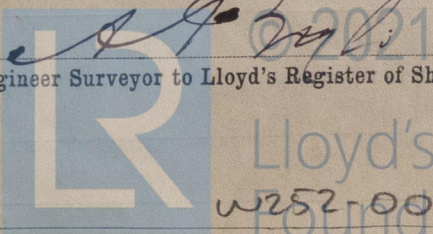
Damage or Repair Fee (if any) £ : : : Fees applied for 19

Selling expenses (if chargeable) £ 16.00 Received by me, 31.12.1931

TUE. 8 DEC 1931

See J.B. Rep.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

18-28/4 Committee's Minute

2-31/7 signed

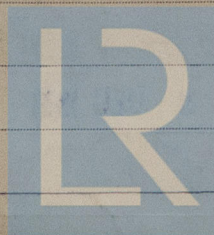
al No. of Visits

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

heavy oil machinery.
The Amsterdam Surveyors have been advised
S. Dyk.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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