

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

10 OCT 1939

(Received at London Office)

Date of writing Report 3-10-1939 When handed in at Local Office 7/10 1939 Port of Antwerp  
 No. in Reg. Book 19831 Survey held at Antwerp Date, First Survey 25-9- Last Survey 2-10-1939  
 on the Machinery of the Wood, Iron or Steel S.S. "ANTVERPIA" (No. of Visits 3)  
 Tonnage { Gross 4932 Net 3132 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson When 1908 Month 10  
 Engines made at - do - By whom - do - When 1908  
 Nominal Horse Power 440 Boilers, when made (Main) 1908 (Donkey) 1908  
 No. of Main Boilers 3 Owners De Royale Belge-Argentine Owners' Address (if not already recorded in Appendix to Register Book.)  
 No. of Donkey Boilers 1 Managers Arment Deffe Port Antwerp Voyage ✓  
 Steam Pressure in Main Boilers 213 lb ✓ Surveyed Afloat or in Dry Dock City R.D. Nos 1 & 220 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers 120 lb (State name of Dock.)

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

## Particulars of Examination and Repairs (if any) Docking T.S. & Comp B.S.

(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.)

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A1</u>		<u>+ L.M.C. 12.36</u>
<u>Spar Dk.</u>		<u>B.S. 3.38</u>
<u>6-38</u>		<u>T.S.C.L. 12.36</u>
<u>S.S. ANT. R<sup>o</sup> No 3 12.36</u>		

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? No

Do the same for Donkey Boilers? No

If this was not done, state for what reasons? Boilers already examined

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 Efficient

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓

To what pressure were they afterwards adjusted under steam? 213 lb 0"

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted under steam? 120 lb 0"

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 Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓

, and of the Donkey Boilers? ✓

Has screw shaft now been drawn and examined? Yes

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? ✓

Has shaft now been changed? No 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 Sept 25 1939

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft A ft.

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

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

Now Done: Vessel placed in dry dock, propeller, propeller shaft, stern bush & all outside fastenings of sea cocks & valves examined

In P.S.: Safety valves of all boilers adjusted under steam to the pressures stated above.

Repairs: Lower half of stern bush rewooded & bored out.

All boiler repairs as recommended in Antwerp Report No 22902 have been satisfactorily carried out.

## General Observations, Opinion, and Recommendation:— Eligible in my opinion to remain

(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, E.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

as now classed in the Register Book, to have record of P.S. 5-39 as previously recommended & notation of T.S.C.L. 9-39

Survey Fee (per Section 29) £ 1050

Fees applied for 7/10 1939

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

Received by me, \_\_\_\_\_

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

19 \_\_\_\_\_

Committee's Minute

TUE 17 OCT 1939

Assigned

B.S. 6.39

59.39

CERTIFICATE WRITTEN.

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 C. Carnshaw  
 Engineer Surveyor to Lloyd's Register of Shipping.  
 Lloyd's Register Foundation

W287-0030

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

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