

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 Vessel built at Newcastle By whom Swan Hunter & Wigham Richardson When 1908 Month 10
 Net 3132 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 Antwerp Voyage ✓
 No. of Donkey Boilers 1 Managers Armement Deppe Port Antwerp
 Steam Pressure in Main Boilers 213 lbs ✓ Surveyed Afloat ✓ in Dry Dock City D.D. No 8 & Bath 220
 in Donkey Boilers 120 lbs (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) Docking T.S. & Comp. B.S.

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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" " " Donkey " " " NoIf this was not done, state for what reasons? Boilers already examinedAnd 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 EfficientDid the Surveyor examine the Safety Valves of the Main Boiler? ✓To what pressure were they afterwards adjusted under steam? 213 lbs. 0"Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓To what pressure were they afterwards adjusted under steam? 120 lbs. 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? YesIs it fitted with continuous liner? YesIs 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 1939State 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

For B.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.S. 9,11, & L.M.C. 9,11, or

✓ L.M.C. 140 lb., F.D., &c.)

CS 2,34,

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

Survey Fee (per Section 29) £2.10.50

Fees applied for

Special Damage or Repair Fee (if any) £

Received by me,

Travelling expenses (if chargeable) £

19

Committee's Minute

Assigned

TUE 17 OCT 1939

B.S. 6.39

CERTIFICATE WRITTEN

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 E. C. Evanshaw
 Engineer Surveyor to Lloyd's Register of Shipping.

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 Foundation

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