

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

(Received at London Office)

JUL 27 1940

Date of writing Report 4th June 1940 When handed in at Local Office 19 Port of Rio de Janeiro

No. in Survey held at Rio de Janeiro Date, First Survey May 21st Last Survey June 3rd 1940

on the Machinery of the Wood, Iron or Steel 22nd "STAD ALKMAAR" No. of Visits 9

Gross 5750 Vessel built at Schiedam By whom Nilton Figenora N.V. When 1940

Net Engines made at Amsterdam By whom Kerkstra N.V. When 1939

Boilers, when made (Main) Owners Halsey - Lijn N.V. Owners' Address Port Rotterdam Voyage Rins Plate f.v.

Managers If Surveyed Afloat or in Dry Dock Yes. Ilha de Ymama

Donkey Boilers

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. 100 A1 Class contemplated.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the use of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on count of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sides 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.

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 Copy report is attached.

a damage report made by anyone else? If so, by whom? No.

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Donkey " " " "

is was not done, state for what reasons?

what 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?

latest date of internal examination of each boiler All May 1940.

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

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

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

the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers? , and of the Donkey Boilers?

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?

shaft now been changed? If so, state reasons Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

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?

date of examination of Screw Shaft State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Is electric light and/or power fitted? Yes.

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

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

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

the Survey is not complete, state what arrangements have been made for its completion and what remains to be done All funnaces to be further examined at a

port on completion of the present voyage.

may held by request of the Master and Lloyd's Agents, on account of damage to boiler funnaces first observed on 16th May 1940,

first on voyage from Schiedam to Buenos Aires. Vessel put into this port for repairs.

aimed the funnaces of all boilers and found as stated in attached report, repairs to same have been

carried out as detailed. The cause of the damage is due to excessive oil in the boilers, the Starboard

oil on examination internally being found coated with oil. The feed water filters are in my

opinion efficient for their duty.

General Observations, Opinion, and Recommendation:— This vessels boilers are now in efficient

(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

addition, eligible in my opinion to be continued as classed, subject to the funnaces of all boilers being

further examined and dealt with as found necessary at a home port on completion of the present voyage.

Survey Fee (per Section 20) £ : : Fees applied for 3rd June 1940

Special Damage or Repair Fee (if any) £2:200\$000 Received by me, 6th June 1940

Travelling expenses (if chargeable) £ 600\$000

Committee's Minute Assigned No action

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