

Vessel reported sunk.

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 7 JUL 1946)

Date of writing Report 3rd July 1946. When handed in at Local Office 1946. Port of Rotterdam

No. in Survey held at Schiedam Date. First Survey 20-3-46 Last Survey 8-6-1946 (No. of Visits 25)

29444 on the Machinery of the Wood, Iron or Steel S.S. "MEERKERK" Year. Month.

78562 Gross 7995 Vessel built at Vegesack By whom Bremer Vulkan When 1916

Tonnage Net 5050 Engines made at Vegesack By whom Bremer Vulkan When 1916

Nominal Horse Power 954 Boilers, when made (Main) 1916 (Donkey) V

No. of Main Boilers 4 SB Owners N.V. Ned. Sch. Maatsch. Owners' Address V

No. of Donkey Boilers - Managers Holland Post. Azis. Lijn NV Port The Hague Voyage -

Steam Pressure in Main Boilers 205 If Surveyed Afloat or in Dry Dock Wilton Fyenoord (State name of Dock) Schiedam

in Donkey Boilers - Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Last Report No. Port

Particulars of Examination and Repairs (if any) + LMC & repairs

(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.)

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 V

Was a damage report made by anyone else? If so, by whom? V

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

Donkey " " " " V

If not, state for what reasons V What parts of the Boilers could not be thus thoroughly examined? All parts ex'm'd

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? V

State latest date of internal examination of each boiler. Aboard aft 2 1/2 Port aft 2 1/2 Centre 5/6 Forward 4/6 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 14 kg/cm²

Did the Surveyor examine the Safety Valves of the Donkey Boilers? V 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? V

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

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? V Is an approved oil retaining appliance fitted at the after end? Yes

Has shaft now been changed? No If so, state reasons V Has the shaft now fitted been previously used? V Has it a continuous liner? V

Is an approved oil retaining appliance fitted at the after end? V State date of examination of Screw Shaft 16-4-46 State the wear down in the stern bush 2 1/2 mm. Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

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

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Vessel placed in dry dock.

Propeller, sea connections opened up and their fastenings examined.

Screw shaft drawn and examined.

Cylinders, pistons, slide valves; crank, thrust and interm shafts; pumps and condenser tested; also the valves, cocks, pipes and strainers of the pumping arrangements examined

The main boilers and superheaters examined internally and externally together with their mountings, and the safety valves adjusted under steam to the above pressure Steam pipes tested as required

Electrical equipment examined and tested as required by the Rules

The following repairs due to wear and tear:

Feed heater body renewed

Valve chest water and ballast- and general service pump renewed

To be continued

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, BS 9,11, B&MS 9,11 LMC 9,11 or LMC 140 lb., FD, &c.)

The machinery of this vessel is in good condition and eligible in our opinion to remain as classed with fresh record of + LMC 6-46 and screw shaft seen 4-46

Survey Fee (per Section 23) 360,00 Fees applied for 12-6-1946

Special Damage or Repair Fee (if any) 500,00 Received by me, 19

Travelling expenses (if chargeable) 10,00

Committee's Minute FRI. 19 JUL 1946

Assigned LMC 6,46 S. 4,46

Signature of Engineer Surveyor to Lloyd's Register of Shipping.



Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to

## S.S. "MEERKERK"

Forward main boiler:

All three subplates, topplates and wrapperplates partly renewed, including screw stays & tubes.

Starb aft main boiler:

In all three combustion chambers, backplates, topplates and wrapperplates partly renewed including some screw stays & tubes.

Centre main boiler:

In all three combustion chambers, subplates, backplates, topplates and wrapperplates partly renewed including some screw stays & tubes.

Port main boiler:

In all three combustion chambers, subplates, backplates, topplates and wrapperplates partly renewed including some screw stays.

The boilers upon completion of repairs tested by hydro pressure to 19 kg/cm<sup>2</sup> and all was found sound and tight.

A number of minor repairs carried out.

Machinery upon completion examined under working condition and found satisfactory.

*W. B. Bourse*