

YACHT

No. 28178^b

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

(Received at London Office

MAY 15 1939

Date of writing Report 10-5-1939 When handed in at Local Office 19

Port of Rotterdam

No. in Reg. Book 112.65 Survey held at Rotterdam

Date, First Survey 27-4-39 Last Survey 27-4-1939 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel YACHT "VIGILANTER"

Tonnage { Gross 112.65 Net 63.06
 Vessel built at Alphen. By whom A. Penners. Year. Month. When 1916-7.
 Engines made at Basingstoke. By whom Thornycroft. When do.
 Boilers, when made (Main) (Donkey)
 Owners D. G. van Banningen Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers on slipway Port Rotterdam Voyage
 # Surveyed Afloat or in Dry Dock P. Smit 1. (State name of Dock.)
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) TS + Compl + LMC

(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

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?

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

If this was not done, state for what reasons?

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(s) Good

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

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

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?

Is the screw shaft now being drawn and examined? Yes Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is the shaft now being changed? no If so, state reasons Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Is 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 27-4-39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Feb

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted?

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?

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

Vessel on pontoon Propeller, sternbush and outer fastenings exam^d and found good Tailshaft drawn, exam^d and found good Reconnections opened out, exam^d and found good

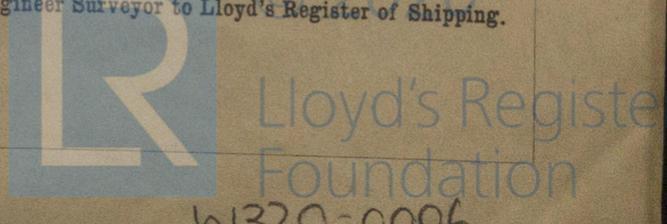
General Observations, Opinion, and Recommendation:—The machinery being now in order, I am of opinion that this vessel is eligible to remain as classed with fresh record of +L.M.C. 2-39 as previously recommended and notation of T.S. seen 4-39.

Fee (per Section 29) £ 407.50 Fees applied for 19 Received by me, 19

A. S. Hasselt Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute WED 31 MAY 1939

Signed + LMC 2.39



W320-0006

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

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

No 3 completed

*this vessel is on
THE RECORD.*

Time 2:39

S439

*GA
26/1/73*



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