

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

(Received at London Office)

JUN - 3 1940

Date of writing Report April 26, 1940. When handed in at Local Office April 26, 1940. Port of GALVESTON.

Survey held at Galveston, Texas Date, First Survey 14/4/ Last Survey 15/4/ 1940. (No. of Visits two)

on the Machinery of the ~~WINDMILL~~ Steel M/T "MOORDRECHT"

Gross 7495 Vessel built at Rotterdam By whom Rotterdam Droogd. Maat. When 1930 11

Net 4398 Engines made at Glasgow By whom Harland &amp; Wolff, Ltd. When 1930

Horse Power 652 Boilers, when made (Main) (Donkey) 1930

Main Boilers Owners N.V. Maatschappij "Moordrecht" Owners' Address (if not already recorded in Appendix to Register Book.)

Donkey Boilers 2DB Managers N.V. Phs. van Cammerens Scheepv. Bedrijf Port Rotterdam Voyage

Main Boilers If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Donkey Boilers 1421bs Todd Galveston Dry Docks, Inc.

Report No. Port Hocking

Particulars of Examination and Repairs (if any) DBS.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In 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.

Has a damage report been made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? Yes.

Has the Surveyor personally gone inside each Donkey Boiler separately and made a thorough examination at this time? Yes.

If a survey 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 P.V.S. Dry Docks 14/4/40 Present condition of funnel(s)

Has the Surveyor examined the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 142 lbs sq in

Has the Surveyor examined the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 142 lbs sq in

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers?

Has the Surveyor examined the drain plugs of the Main Boilers? Yes and of the Donkey Boilers?

Has the Surveyor examined all the mountings of the Main Boilers? Yes and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No 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?

Has the screw shaft now been changed? 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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/8"

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

Has the Surveyor examined the generators, motors, switchgear, cables and fuses? Is electric light and/or power fitted?

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

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

Done:- Propeller &amp; all underwater fastenings examined &amp; found in order.

DBS (due 4.40). Donkey boilers opened up &amp; examined throughout.

together with mountings, doors &amp; fastenings &amp; all found in order (F.V.S.).

Donkey boiler safety valves all adjusted under steam as above (W.R.).

Fuel burning installation tested under working conditions, fuel tank

trues &amp; deck control gear found in good working order, oil discharge

trues found in good condition, accessible, visible well lighted &amp;

lights light.

Cert B1 issued, 2 copies herewith (W.R.).

General Observations, Opinion, and Recommendation:- This vessel's machinery,

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, &amp;c.; thus, for example, B.S. 2, 11, B.M.S. 2, 11, &amp; L.M.C. 2, 11, or

L.M.C. 140 lb., F.D., &amp;c.)

As far as now seen, is in good order &amp; eligible in my opinion

to remain as classed with fresh record of DBS-4.40 now.

Fees applied for 19/4/1940 W.R.

Fee (per Section 22) DBS. 30.00

Survey Fee well in above 20.00

Damage or Repair Fee (if any) 10.00

(per Section 22.)

Day Fee (F.V.S.) 10.00

Expenses (if chargeable)

Received by me, 19

NEW YORK MAY 8 1940

Committee's Minute

Signed As above

A.B.S. 4.40

Lloyd's Register

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