

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

No. 3176

(Received at London Office)

Date of writing Report 31 Aug. 1942 When handed in at Local Office 3-4 Aug. 1942 Port of Cape Town
 No. in Survey held at Cape Town Date, First Survey and Last Survey 30th July 1942
 (No. of Visits one)

on the Machinery of the Wood Steel S.S. GAASTERKERK
 Gross 8679 Vessel built at Schiedam By whom New Waterway S.B. Co Year 1922 Month 10th
 Net 5444 Engines made at Eljoe bank By whom J. Brown and Co. Ltd. When 1922
 (Donkey) ✓
 Main Boilers 4 Owners M.V. Vereenigde Maatschappij Owners' Address The Hague
 (if not already recorded in Appendix to Register Book.)
 Main Boilers 215th Managers Directie en Agentuur Maatschappij Port The Hague Voyage
 Donkey Boilers 2 If Surveyed Afloat or in Dry Dock afloat.
 (State Name of Dock.)

Report No. 65665 Port GLS
 Particulars of Examination and Repairs (if any) Reported defects

Medical 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.

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.

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?

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

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?

Has a new 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?

Has a new 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.

Is electric light and/or power fitted?

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

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

It was reported that n° 10 tunnel bearing showed signs of the metal having wiped.

As on examination it was found that the signs were only slight it was recommended that the vessel should proceed on her voyage and that n° 10 tunnel bearing be opened up for further examination at the port of destination.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

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, etc.; thus, for example, B.S. 9,11, B. & M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., etc.)

is eligible, in my opinion to remain as classed in the Register Book subject to further examination of n° 10 tunnel bearing being made at Port of destination

Survey Fee (per Section 29) £ 3 3 0

Special Damage or Repair Fee (if any) (per Section 29.) £ 7 6

Calling expenses (if chargeable) £ 7 6

Committee's Minute TUE. 3 NOV 1942

Signed As now Subject

Fees applied for 31st-7 1942
 Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

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

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

A tunnel bearing overheated
The surveyor recommends
examination at "port of
destination".

Submitted action be
deferred.

GA

20/10/42



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