

No. 3176

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

(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 Welded Steel S.S. GAASTERKERK Year. Month  
Gross 8679 Vessel built at Schiedam By whom New Waterway S.B. Co When 1922 10th  
Net 5444 Engines made at Elydebank By whom J. Mowma Co. Ltd. When 1922  
Boilers, when made (Main) 1922 (Donkey) ✓  
Owners M.V. Vereenigde Nederlandsche Scheepvaart Maatschappij Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers Directie en Agentuur Maatschappij Port The Hague Voyage  
Main Boilers 215th If Surveyed Afloat or in Dry Dock afloat. (State Name of Dock.)  
Donkey Boilers 0

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.

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+ 100A, 5-42</u>		<u>+ LMC</u>
<u>Skel. dk. w/bd.</u>		<u>M.S. 6.39</u>
<u>S.S. Ret. N° 3 4-35</u>		<u>B.S. 7.46</u>
<u>S.S. Ret. n° 1-39</u>		<u>TS 5.41 (CR)</u>
		<u>Fit. for O.F. 10.22 F.P. 40.</u>

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.

Did 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?

What is the 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 the 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 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.

Are 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?

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.)

CS 3.34.

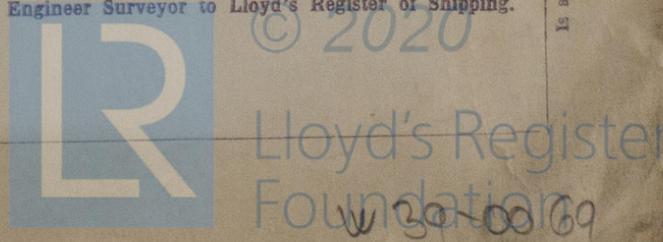
is eligible, in my opinion to remain as classed in the Register Book subject to further examination of n° 10 tunnel bearing being made at Port of destination

Survey Fee (per Section 29) £ : :  
 Special Damage or Repair Fee (if any) (per Section 29.) £ 330  
 Calling expenses (if chargeable) £ 76

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

Committee's Minute TUE. 3 NOV 1942  
 Signed Ad now Subject

*[Signature]*  
 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

The Certificate is issued while the Committee properly executed, it is to any circumstances whatsoever, the Society or its Surveyors, or its Agents or Officers or Agents of the

(Cert. B.1.)—2m 2411. 27.3.41.

*[Handwritten notes and stamps]*  
 TWC B  
 1000/3/41

A tunnel bearing overheated  
The surveyor recommends  
examination at "port of  
destination".  
Submitted action be  
referred.

GA  
30/10/42

