

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

(Received at London Office)

28 SEP 1932

Date of writing Report 27-9-1932 When handed in at Local Office 19 Port of Rotterdam

Survey held at Schiedam Date, First Survey 29-7-32 Last Survey 16-9-1932

on the Machinery of the Wood, Iron or Steel S/S, GAASTERKERK. (No. of Visits 3)

Gross 8373 Vessel built at Schiedam By whom Stew Waterw. S. B Co When 1922-10

Net 5167 Engines made at Clydebank By whom J Brown & Co Ltd When 1922

Power 880 Boilers, when made (Main) 1922 (Donkey)

Main Boilers 4 Owners V. Ver. Ned. Scheepr Bg Owners' Address The Hague

Donkey Boilers 1 Managers Air & Ag Bg Holl-Oostario lyn Port The Hague Voyage Port Said

Pressure in Boilers 215 lb If Surveyed Afloat or in Dry Dock Melton's Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. _____ Port _____

Particulars of Examination and Repairs (if any) T.S., B.S.

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

Special cases where the Surveyor has not made a special damage report he is required to state whether he has done his services or this purpose, and why they were declined.

Special damage report made by anyone else? If so, by whom? Yes

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

Do the same for Donkey Boilers? Yes

Special parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 215 lb by Government law and weight.

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

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

Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Shaft now been changed? no If so, state reasons _____

Shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Lower portion L.V. renewed

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

Vessel placed in dry dock, screw shaft drawn examined and found good. Propeller removed and a new propeller fitted.

Stem and same Lloyd's No. 6142. Gab. 29-8-32. D. = 5000. P. = 5650. A. = 1452.

Stem bush and fastenings good.

Main boilers examined internally and externally, their mountings and fittings and found in good condition.

General Observations, Opinion, and Recommendation: The machinery being now

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, S.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 14, 15, F.D., &c.)

as far as seen in a good condition I am of opinion that the vessel is eligible to remain as classed with fresh records of T.S.

-32 and notation of T.S. seen 9-32.

Survey Fee (per Section 29) £ 07.50 Fees applied for 27.9.1932

Special Damage or Repair Fee (if any) £ _____ Received by me, 11.10.1932

Printing expenses (if chargeable) £ 2.50.

Committee's Minute _____

Signed _____

DATE WRITTEN 9.32



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

Is a Certificate required? If so, to be sent to the Rotterdam Surveyors.

At date 9.32 held
Seam shaft examined
propeller changed.

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD.

BS 9.32

19.32.

201

30/9/32



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Foundation

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