

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

(Received at London Office)

21 MAY 1941

Date of writing Report 24th March 1941 When handed in at Local Office 19 Port of Buenos Aires

No. in Reg. Book 75956 Survey held at Buenos Aires Date, First Survey 7th February Last Survey 17th March 1941
on the Machinery of the Wood, Iron or Steel &c. "HOLLAND" (No. of Visits 13)

Tonnage Gross 4360 Vessel built at South Shields By whom J. Readhead & Sons, Ltd. When 1914 1
 Net 2590 Engines made at South Shields By whom J. Readhead & Sons, Ltd. When 1914
 Nominal Horse Power 400 Boilers, when made (Main) 1914 (Donkey) ☒
 No. of Main Boilers 3 S.B. Owners A/B. Naxos Prince Owners' Address Port of Buenos Aires Voyage Petroleum
 No. of Donkey Boilers ☒ Managers Burt Mattson (if not already recorded in Appendix to Register Book)
 Steam Pressure in Main Boilers 180 lb. ☒ Surveyed Afloat & in Dry Dock Yard No. 3 & Government Dry 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) Damage & Part B.S.

(Periodical 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.)

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 Yes not required

Was a damage report made by anyone else? If so, by whom? Not known

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Port & centre only

" " Donkey " " "

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 Port & centre 18-2-41 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Not yet adjusted

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? Yes , 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? Yes , and of the Donkey Boilers? —

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

Has shaft now been changed? — If so, state reasons — Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? —

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? 3/16"

State 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 — Is electric light and/or power fitted? Light only

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

If so, 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 To complete the damage survey

a new propeller is to be supplied at the earliest opportunity. To complete the B.S.

the starboard boiler is to be examined & all safety valves adjusted.

On account of damage stated caused by heavy weather on 16th & 28th December 1940 and

12th January 1941 voyage Petramo to River Plate and also damage to the Propeller

cause & date not known.

Now done: Vessel placed in dry dock propeller & outside fastenings of stern bush

& sea connections examined.

Damage Heavy weather. Outboard length of suction pipe to ballast pump fractured now

renewed. Outboard length of main discharge pipe fractured, part renewed.

Land propeller (four blades) found a tip of one blade partly broken away. P.T. O.

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

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 0,11, R.&M.S. 0,11, & L.M.C. 0,11, or

any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 0,11, R.&M.S. 0,11, & L.M.C. 0,11, or

as far as now seen is in good order & eligible in my opinion to remain as classed

& to have fresh record of B.S. 3-4-1 when the survey has been completed as above,

& subject to a new propeller being fitted at the earliest opportunity.

Survey Fee (per Section 29) £160.00 Fees applied for 24-3-1941

Special Damage or Repair Fee (if any) £87.00 Received by me, 26-3-1941

Travelling expenses (if charged) £9.00 Committee's Minute As now subject

Assigned As now subject

A. J. Ainslie
 Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 Foundation

W 44-0087

"HOLLAND" CONTD

REPORT N° 17284

As the spare propeller was found in a badly wasted condition the tip of the damage blade was cut fair & the corresponding amount about 9" cut off the opposite blade. It was arranged that a new propeller be fitted at the earliest opportunity.

Owner's work. Port B.S. End port & centre boilers & their mountings internally & externally. Repairs Port boiler safety valve chest & scum valve chest renewed. Six screw stays, three plain tubes & two stay tubes renewed. Port boiler nine plain & four stay tubes renewed. Bottom plating of smoke box off both boilers renewed. Above new valve chests were tested to 500 lbs hydraulic pressure. Sea connections opened out & ramd.

The Master stated that the Finnish Authorities had requested additional water gauge glasses to be fitted to all boilers.

New mountings, gauge glass fittings & piping of similar design to those existing now made & fitted. All parts were subjected to a hydraulic test of 500 lbs \square & found in order.

As are 4-41 partly add.
Slight damage to propeller.

3.41 or completion

27

16/6/41



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