

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

(Received at London Office

JUL 4 1939

Date of writing Report 21-6-1939 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book 83/10 Survey held at Rotterdam Date, First Survey 14-6-'39 Last Survey 15-6-1939 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel "SLIEDRECHT" Year. Month.

Tonnage } Gross 5133 Vessel built at Rotterdam By whom Robt. Drooght Maats. When 1924-9
Net 2935

Nominal Horse Power } 489 Engines made at Glasgow By whom Harland & Wolff, Ltd. When 1924 (NDB 28 aft)

No. of Main Boilers 2 Boilers, when made (Main) (Donkey)

No. of Donkey Boilers 2 Owners W. Maats. Rotterdam Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 170 lb Managers W. J. van der Meer, J. van der Meer Port Rotterdam Voyage Abadan

in Donkey Boilers 170 lb Surveyed Afloat or in Dry Dock P. H. de Vries Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 1928 (aft) Port Rotterdam

Particulars of Examination and Repairs (if any) Land + D.B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim 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

Was 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?

Donkey " " " " Yes

If this was not done, state for what reasons? All parts examined.

And what parts of the Boilers could not be thus thoroughly examined? All parts 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 All 15-6-'39 Present condition of funnel(s) Good.

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? Yes To what pressure were they afterwards adjusted under steam? 120 lbs + 142 lbs

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 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?

Has shaft now been changed? If so, state reasons Has it a 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 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 date of examination of Screw Shaft State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 4 m. H. Is electric light and/or power fitted?

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 Complete

Vessel on pontoon. Propeller, sternbush and outer fastenings exam'd and found good

Seaconnections opened out, exam'd and found good

Exam'd cylinder, piston, rod and cyl. head of cyl. No. 1. Liner worn out. Same now renewed.

Exam'd all 3 donkey boilers internally and externally with mountings and safety valves

Found in good condition

General Observations, Opinion, and Recommendation:— The machinery being now in order

(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, B.S. 11, B.&M.S. 11, L.M.C. 11, or R.L.M.C. 140 lb., F.D., &c.)

I am of opinion that this vessel is eligible to remain as classed

with fresh record of D.B.S. 6-'39.

Survey Fee (per Section 29) £ 462.50 Fees applied for 27.19.39

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

Travelling expenses (if chargeable) £ 1.50 _____

Committee's Minute D.B.S. 6.39 Assigned _____

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

REMAIN

OIL ENGINE

A. Hasselt
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W446-0178

FRI. 21 JUL 1939

CERTIFICATE WRITTEN