

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

29 NOV 1928

(Received at London Office)

Date of writing Report 27.11.1928 When handed in at Local Office

19

Port of Rotterdam

No. in Survey held at Rotterdam

Date, First Survey 27 Oct

Last Survey 19 Nov 1928

(No. of Visits 12)

4452 on the Machinery of the Wood, Iron or Steel & 1/2" LIEDRECHT.

Gross 4647
Net 2642

Vessel built at Bot.

By whom Bot. Dr. dok H. J. When 1924

Engines made at Gls.

By whom Harland & Wolff, Ltd. When 1924

Nominal Horse Power 409

Boilers, when made (Main)

(Donkey)

No. of Main Boilers 1

Owners H. J. "De Vries" Owners' Address Rotterdam

No. of Donkey Boilers 2

Managers H. J. O. O. O. Sch. Bedrijf Port Bot.

Voyage New Orleans

Steam Pressure in Main Boilers

If Surveyed Afloat or in Dry Dock P. H. 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) + LMC

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?

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?

Do.

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?

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 Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw 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 shaft now been changed? No 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?

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done?

Vessel placed on pontoon, screw shaft drawn, examined and found in order. Propeller, stem tube and fastenings good.

Sea cocks and valves opened up, examined and found in order. Crank, thrust and intermediate shafting examined and found in order.

Cylinders, pistons, covers, pistons rods examined and found in order. All cylinder liners renewed and 2 cylinder covers renewed.

All valves and gear and camshafts examined and found in order.

Compressor opened out, examined and found in order.

Connecting rods, crossheads and all brass examined and

PTO

General Observations, Opinion, and Recommendation:

(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. 9.11, B.&H.S. 9.11, or L.M.C. 9.11, 140 L.S. F.D., &c.)

The machinery being now in order, we are of opinion that this vessel is eligible to remain as classed with fresh record of + LMC 11.28 and notation of T.S. 11.28. New waste heat boiler fitted 11.28 WP 148 lbs.

Survey Fee (per Section 28) 200.00

Fees applied for

29/11.19.28

Special Damage or Repair Fee (if any) (per Section 28.)

Travelling Expenses (if chargeable)

Received by me,

6.12.1928

Committee's Minute TUE 18 DEC 1928

Assigned + LMC 11.28

2 CERTIFICATES WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

At No 1 due 9.28 held.

As additional Donkey Boiler fitted.
Cylinder liners renewed on account
of wear.

It is submitted that
this vessel is eligible for
THE RECORD. F.M.C. 11.28
A.P.S. 11.28

5/11/28.
200/20th
IND 28 142th

9.57.
13/10/28.
After delivery unit
put in a ship
down 15th

N.B.—If this Report is copied by copying Press, special 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.

found several bottom crosshead traser white
metal cracked, all top ^{half} traser now fitted at bottom
and bottom halves at top.

Exhaust gas pipe line now removed and replaced
by a new water cooled one

One aircompressor and all auxiliary machinery
opened out, examined and found in order
Hacking and inblast air valve opened out, exa-
mined and found in order.

Daily service tanks and lubricating and fuel pipe
lines examined and found in order

Arrangement of cocks, pipes, bilge sections, roses
etc examined and found in order.

Examined the Donkey boilers internally and
externally, their mountings and safety valves
and found same in order

A new waste heat boiler (Gumby report No 15919)
has now been fitted at after end of Engine room
top.

Safety valves adjusted to 142 lbs. thickness of washer
9 x 11 inch. New steam pipes tested as required
by the Rules and found sound and tight

J. J. Ochoa

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.