

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

28 APR 1934

(Received at London Office)

Date of writing Report 24-4-1934 When handed in at Local Office 10

Port of Rotterdam

No. in Reg. Book. Survey held at Rotterdam

Date, First Survey 17 Nov 33 Last Survey 20-4-1934

on the Machinery of the Wood, Iron or Steel

S.M. SINT ANNALAND

(No. of Visits 13)

Tonnage { Gross 1148
Net 1000

Vessel built at Schiedam

By whom A.P. Smulders

When 1916 8

Nominal Horse Power 140

Engines made at

By whom

When 1916

No. of Main Boilers 2

Boilers, when made (Main) 1916

(Donkey)

No. of Donkey Boilers 1

Owners Schipvaart in Hunkeren

Owners' Address

Rotterdam

Steam Pressure in Main Boilers 100 lb

Managers

(If not already recorded in Appendix to Register Book.)

Port

Voyage

Blyth

in Donkey Boilers

If Surveyed Afloat or in Dry Dock

(State name of 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) Fitting New Boilers

(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?

State 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 Boiler?

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

, and of the Donkey Boiler?

Is screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? No

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Is shaft now been changed? No If so, state reasons

Is 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 18-11-33

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Oil gland 1 1/2 inches

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

Complete

Vessel placed on pontoon. Screw shaft drawn, examined and found in order.

Propeller, stern tube, oil gland and fastenings good.

Sea cocks and valves opened out, examined and found good.

Crank and thrust shafting examined and found in order.

Cylinders, pistons, slide valves and steam chests examined and good.

Pumps and condenser examined, a number of condenser tubes renewed, condenser tested upon completion and found tight.

Auxiliary machinery all thoroughly overhauled.

Arrangement of coxles, pipes, bilge ducts, etc. examined.

New boilers have now been fitted of which the report is forwarded herewith.

PTO

General Observations, Opinion, and Recommendation:

The machinery is

(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.M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)

now in order and I am of opinion that this vessel is eligible to remain as classed with fresh record of L.M.C. 4.34. NB 4.34. and notation of T.S. been 11-33.

Survey Fee (per Section 29) £ 145.00

Fees applied for 24.4.1934

Special Damage or Repair Fee (if any) (per Section 29.) £

Travelling expenses (if chargeable) £ 15.00

Received by me, 9.5.1934

Committee's Minute

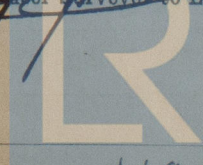
TUE. 8 MAY 1934

Assigned + Amb. 4.34 + N.B. 4.34

note the files

CERTIFICATE WRITTEN.

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W449-0248

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

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

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.

Electric light installation examined and tested and found good.

J. G. Coleman

Thickness of adjusting washers of safety valves of main boiler.

S.B.
SB boiler $14\frac{1}{2}$ mils - $14\frac{1}{2}$ mils

Port .. $14\frac{1}{2}$ mils $15\frac{1}{2}$ mils

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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469