

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

(Received at London Office NOV 28 1939)

Date of writing Report 20 Nov 1939 When handed in at Local Office 19 Port of Amsterdam
 No. in Survey held at Amsterdam Date, First Survey 11 Nov 1939 Last Survey 16 Nov 1939
 eg. Book. 33678 on the Machinery of the Wood, Iron or Steel Stm. "SIMON BOLIVAR" (No. of Visits 4)
 Gross 8309 Vessel built at Rotterdam By whom Rotterdam Groenl. Maats. When 1927
 Net 5027 Engines made at Rotterdam By whom Rotterdam Groenl. Maats. When 1927
 Nominal Horse Power 856 Boilers, when made (Main) 1927 (Donkey)
 No. of Main Boilers 4 Owners Koninkl. Nederl. Stoom & Maats. Owners' Address Port Amsterdam Voyage
 No. of Donkey Boilers 1 Managers 1
 Steam Pressure in Main Boilers 225 lb If Surveyed Afloat or in Dry Dock Amsterd. Groenl. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 1 (State name of Dock.)

Last Report No. Port
 Particulars of Examination and Repairs (if any) Comp. L.M.C.

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 " " "

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 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? 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 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 vitae or bearing metal of stern bush and top of after bearing of screw shaft. 5 m.

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? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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

Vessel placed in drydock. Propellers and outside fastenings examined and found in order. Tested and examined the Steam pipes and found in order. Examined the nos 1-2-4-5 & 6 Main crankshaft Journals and bearing brasses and found in order. Examined the Main Engine Driven bilge pumps, the Ballast pump, Harboard main feed pump, harbour Aux. feed pump and the circulating pump and found in order. Examined the valves, pipes etc. of the pumping arrangement and found in order. Examined and tested the Electric Installation and found or made in order. Examined the oil burning installation and found in order.

General Observations, Opinion, and Recommendation:— The Machinery is in a good condition. I am of opinion that this vessel is eligible to remain as classed with fresh record of + L.M.C. - M.S. with date as previously recommended.

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

Survey Fee (per Section 29) £50.00 Fees applied for 20-11 1939
 Special Damage or Repair Fee (if any) £50.00
 Travelling expenses (if chargeable) £13.50 Received by me, 19

Committee's Minute

Assigned

See Wreck Report

Engine Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
 478-0006

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

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