

COPY.

11839

Lloyd's Register of Shipping.

Port OF AMSTERDAM.

7th of July, 1930.

This is to Certify that

F. N. BERNOSKI.

the undersigned Surveyor to this Society did at the request of the Owners, hold a survey on board of the Dutch Steel Screw Steamer "SIMON BOLIVAR", 7906 tons gross, on the 17th of February Nineteen Hundred and thirty and upon subsequent dates, whilst she was placed in dry-dock at this Port, in order to examine and estimate the damage to the vessel and her machinery, alleged to have been sustained through severe weather encountered on various dates in January and February during a voyage from the West Indies to Amsterdam.

For further particulars, See logbook;

The vessel being placed in dry-dock, the following has been found:

Shell rivets and landing edges on both sides in way of oil-fuel bunkers leaking; rivets in No. 1 double bottom tank and landing edges of keelplates started; rudder couplings and glands damaged; S.B. bulbplate for bilgekeel buckled; P.S. hawsepipe and mooring pipes damaged and S.B. hawsepipe broken; steering engine out of working order; stokehold bylthead seams started; wooden deck seams started; deckhouse badly damaged and 14 sideports in dining saloon smashed.

ificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—
he Committee use their best endeavours to ensure that the functions of the Society are properly executed, it is
od that neither the Committee nor the Society are under any circumstances whatever to be held responsible for
in any report or certificate issued by the Society or its Surveyors, or in any entry in the Register Book or other
the Society, or for any error of judgment, default, or negligence of the Surveyors, or other Officers or Agents

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W478-0068(1/3)

MACHINERY.

The propeller having been removed & screw shaft drawn for examination, the following has been found:

Screw shaft in undamaged condition but badly down in the lignum-vitae in sternbush; 1st Intermediate pressure piston rings damaged; white metal in H.P. guide shoe broken; crosshead pin scored and white metal in top and bottom end brasses damaged; riveting in aftermost plummer block pedestal started.

Recommended, in order to replace the vessel and her machinery in the same good and efficient condition as they were in before the casualty occurred.

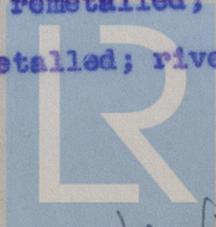
To overhaul the riveting and landing edges of shell and keelplates; to overhaul the rudder couplings and glands; to renew one length of bulbplate for S.B. bilgekeel; to overhaul the P.S. hawse & mooring pipes joints & covers; to renew the S.B. hawsepipe; to overhaul the steering engine; to overhaul the oil fuel bunkers and stokehold bulkheads; to recaulk the wooden deck seams; to overhaul the deckhouse and to renew 14 sideports in dining room.

To renew the lignum-vitae in sternbush; to readjust the 1st intermediate pressure piston rings; to remetal the H.P. guideshoe; to dress the crosshead pin fair and to remetal the top and bottom end brasses; to overhaul the riveting of the aftermost plummer block pedestal and to refit the whole in place.

The following repairs have been carried out at Amsterdam;

Riveting and landing edges of shell and keelplates overhauled; rudder gland overhauled; one length of bulbplate for S.B. bilgekeel renewed and T bar of same on shell faired; leakage from P.S. hawsepipe made tight and mooring pipes overhauled; S.B. hawsepipe renewed; steering engine overhauled; wooden deck seams recaulked and doors in 1st class saloon repaired.

Lignum-vitae in sternbush renewed; 1st intermediate pressure piston rings readjusted; H.P. guideshoe remetalled; I.P. crosshead pin faired and top & bottom end brasses remetalled; riveting of aftermost



S. S. "SIMON BOLIVAR"

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lumberblock pedestal overhauled and the whole refitted in place.

The total cost of the above, inclusive dry-dock dues and shifting the vessel to and from the dry-dock has been estimated by Undersigned by specified calculation and amounts to;

F. 8915.50

EIGHT THOUSAND NINE HUNDRED AND FIFTEEN Guilders & 50 Ct.

The following renewals and repairs have been carried out at Hamburg.

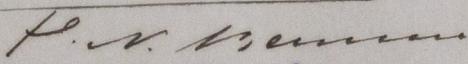
1/4 Sideports in dining room renewed; deckhouse completely overhauled; 1 fuel bunker bulkheads on both sides and stokehold bulkhead overhauled; hard plate for rudder gland disconnected & refitted, stuffing box repacked and lignum-vitae for rudder gland renewed; gratings removed & placed.

The total cost of this has been estimated by Undersigned and amounts to;

F. 11491.-

ELEVEN THOUSAND FOUR HUNDRED AND NINETY ONE Guilders.

This report has been made to the best of my knowledge and ability and signed at AMSTERDAM, 7th J u l y, 1930.


Surveyor to Lloyd's Register.

Survey fee &

expenses. F. 300.-



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