

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

No. 11839

(Received at London Office)

11 MAR 1930

Surveying Report 16 February 1930 When handed in at Local Office 19 Port of AMSTERDAM

Survey held at AMSTERDAM Date, First Survey 14 Feb Last Survey 18 February 1930 (No. of Visits 2)

on the Machinery of the WOOD, IRON & STEEL CO. "SIMON BOLIVAR"

Gross 7906 Vessel built at Rotterdam By whom Rotterdam Droogdok Maats. When 1927-3

Net 4760 Engines made at " By whom " When 1927

Boilers, when made (Main) 1927 (Donkey)

Boilers 4 SB Owners Koninkl. Nederl. Stoomboot My. Owners' Address "

Boilers 225 LB Managers " Port Amsterdam Voyage "

Boilers " If Surveyed At or in Dry Dock Yes " (State name of Dock.) Ams Drydock

Report No. " Port "

Particulars of Examination and Repairs (if any) Stumps

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ☒ for Special Survey. Date of last Survey and of Periodical Surveys. TOUAI 9-29

Machinery and Boiler Surveys (including date of N.B., if any) LMC 3-27

with freeboard 9-29 TS 4-29 CL.

Fitted for oil fuel 3,27.FP.

above 150° F.

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and if detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Cases where the Surveyor has not made a special damage report he is required to state whether he has made a special damage report for this purpose, and why they were declined? Rep will follow

Special damage report made by anyone else? If so, by whom? "

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

" Donkey " " " "

Not done, state for what reasons? Not done

Parts of the Boilers could not be thus thoroughly examined? "

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? "

Surveyor examine the Safety Valves of the Main Boiler? " To what pressure were they afterwards adjusted under steam? "

Surveyor examine the Safety Valves of Donkey Boiler? " To what pressure were they afterwards adjusted under steam? "

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? " , and of the Donkey Boilers? "

Surveyor examine the drain plugs of the Main Boilers? " , and of the Donkey Boiler? "

Surveyor examine all the mountings of the Main Boilers? " , and of the Donkey Boiler? "

Shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? "

Shaft now been changed? Yes If so, state reasons " Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? "

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? "

Distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Plunger

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

Vessel reported to have encountered severe weather, during last voyage to Amsterdam via Plymouth and Le Havre. in British Channel on various dates in January and February last following. Damage: Vessel placed in dry dock, Stumpshaft examined found in good condition and refitted. Also and Stumpshaft good, the latter renewed. Its connection and fastenings good. (H.M.P. piston rings readjusted; H.O. guide shoe refitted; top end pins dressed up; Brown remounted; H.O. bottom end pins remounted; after plunger block refitted and refitted.

Observations, Opinion, and Recommendation:—

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, E.S. 9,11, B.&M.S. 9,11, or E.L.M.C. 9,11, 10,11, E.D., &c.

The machinery being now in good and efficient condition. I am of opinion that the vessel is eligible to remain as classified, with record of Stumpshaft Sec 2.30

per Section 28)..... £ : Fees applied for

Age or Repair Fee (if any)..... £ 40.00 19

per Section 28.)..... £ 40.00 Received by me, 19

Expenses (if chargeable)..... £ 40.00

Committee's Minute TUE. 25 MAR 1930

ed as now

S.2-30

FRI. 20 JUN 1930

TUE. 23 DEC 1930

WED. 6 AUG 1930

Lloyd's Register Foundation

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

478-0069

Heavy weather damage
Jacking - Sews shaft end
Minor repairs effected

It is submitted that
this vessel is eligible to
remain as CLASSED.

S. 2.30

Y. Rm
17.3.30

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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