

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

(Received at London Office 23 APR 1934)

Date of writing Report 18<sup>th</sup> April 1934 When handed in at Local Office 10 Port of HAMBURG

No. in Reg. Book 35102 Survey held at HAMBURG Date, First Survey 10<sup>th</sup> April Last Survey 14<sup>th</sup> April 1934 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel Sc. Sr. "SIMON BOLIVER"

Tonnage { Gross 7906 Vessel built at Rotterdam By whom Rotterdam Dryd. Maats. When 1927  
Net 4760 Engines made at Rotterdam By whom Rotterdam Dryd. Maats. When 1927

Nominal Horse Power { 856 Boilers, when made (Main) 1927 (Donkey) ✓

No. of Main Boilers 4 Owners Koninkl. Nederl. Hervd. Maats. Owners' Address (if not already recorded in Appendix to Register Book.)  
Managers Port Amsterdam Voyage Venezuela

No. of Donkey Boilers - Steam Pressure in Main Boilers 225 lb. If Surveyed Afloat or in Dry Dock Afloat & Dry Dock (State name of Dock.) Alholm - Voss.

in Donkey Boilers ✓

Last Report No. PortParticulars of Examination and Repairs (if any) T. H. Sam. Rep.

(Periodical Surveys, when held, must be reported in detail and verbatim 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 or 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 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?

Has screw 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? ✓Has shaft now been changed? no If so, state reasonsHas 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 a fit - date of examination: 14.4.34

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

Damage Survey: At request of the Owner's Representatives examined the following parts of machinery for damage alleged sustained through heavy weather on the 31<sup>st</sup> March 1934, vessel on a voyage from Funchal to Plymouth:

The Dry Dock examined propeller, propellershaft when drawn stern bushes, H.P. crosshead pins and top end brasser, H.P. guide and guide shoe ("Ahead") and 1<sup>st</sup> M.P. piston and found: Lignum vitae in forward and after stern bushes worn down, stern bushes stuffing box worn out, tail shaft scored in way of stuffing box and after bearing. H.P. crosshead pins pitted and white metal in top end brasser dragged and squeezed out. H.P. ahead guide shoe white metal dragged, guide requiring adjustment. P.A.O.

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

The machinery of this vessel so far as seen is in good and efficient condition, and eligible in my opinion to remain as classed in the Reg. Bk with fresh record of "Tail shaft (CL) pen-4.34."

Survey Fee (per Section 29)..... £ 2 : 0 : 0

Special Damage &amp; Repair Fee (if any)..... £ 6 : 10 : 0

Travelling expenses (if chargeable)..... £ 0 : 10 : 0

Fees applied for

20.4.34

Received by me

17.5.34

Committee's Minute

Assigned

FRI. 11 MAY 1934

TUES. 15 MAY 1934

TUE. 17 JUL 1934

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

1<sup>st</sup> M.P. piston rings broken.

Damage repairs now carried out: Lignum vitae in both steam  
tube, bushes renewed, stuffing box retubed and repacked - tail-  
shaft smoothed up in way of scoring by file. H.P. ironhead  
pins skinned up in lathe and top end bracer reinstalled.  
H.P. ahead guide shoe & new white metal bars fitted and  
guide adjusted. 1<sup>st</sup> M.P. piston, broken rings replaced by  
new ones.

Condition: In Dry Dock examined sea connections opened  
up and fastenings and found all in order.

Alterations: The original propeller has been replaced by  
a new 4 bladed solid "manganese" bronze one of new  
design and 5680 mm diameter.

Hamburg 18<sup>th</sup> April 1934.

Friedrich Hill

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