

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

No. 15323 <sup>B</sup>

Date of writing Report 4<sup>th</sup> July 1938 When handed in at Local Office \_\_\_\_\_ (Received in London Office JUL 14 1938)

No. in Reg. Book. 33876 Survey held at Amsterdam Port of Amsterdam

Date, First Survey 24<sup>th</sup> June Last Survey 1<sup>st</sup> July 1938 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel Stm "SIMON BOLIVAR."

Tonnage Gross 7906 Net 4760 Vessel built at Rotterdam By whom Rotterdam Droogdok Maats When 1927

Nominal Horse Power 856 Engines made at Rotterdam By whom Rotterdam Droogdok Maats When 1927

No. of Main Boilers 4 Boilers, when made (Main) 1927 Owners Koninkl. Nederd. Stoomv. Maats (Donkey)

No. of Donkey Boilers 1 Managers \_\_\_\_\_ Owners' Address \_\_\_\_\_ (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 115 lb If Surveyed Afloat or in Dry Dock Both Port Amsterdam Voyage \_\_\_\_\_

in Donkey Boilers ✓ (State name of Dock.) Amst. Droogdok Wijk

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Comp. B.S.-T.S.

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 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? two forward

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes Government Survey also held.

Did this was not done, state for what reasons? \_\_\_\_\_

What parts of the Boilers could not be thus thoroughly examined? All parts examined

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. 2/6 Port forward; 2/6 Starboard forward Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes By government lever and weight 115 lb.

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? Yes \_\_\_\_\_ 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? Yes \_\_\_\_\_ and of the Donkey Boilers? \_\_\_\_\_

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? \_\_\_\_\_ 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? Lower have renewed.

State date of examination of Screw Shaft 1/7/38 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft \_\_\_\_\_

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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

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

Wessel placed in drydock. Screws shaft drawn examined and found in order. Propeller sternbush and fastenings examined and found good.

Examined the two forward boilers internally and externally their mountings and Safety valves, found the furnaces more or less deformed but of no consequence for the present.

General Observations, Opinion, and Recommendation:— The boilers are in a good condition. I am of opinion that this vessel is eligible to remain as classed with fresh record of B.S. 4-38 as previously recommended and notation of T.S. Sem 7-38.

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

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CHARACTER.	Years assigned now or required.	Machinery and Boiler Surveys (including date of N.B., if any).
TOU AI		L.M.C.
with foreboard		1.35
12.37		15.5.37
Stam. N <sup>o</sup> 2-35		7.11.37 CL
FITTED FOR OIL FUEL	3.27	
F.P. ABOVE 160°F.		

Fees applied for: £60.00 (17.7.1938)

Received by me, \_\_\_\_\_

Committee's Minute \_\_\_\_\_

Signed \_\_\_\_\_

FRIDAY JUL 1938

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

Amsterdam Surveyors. 478-0099