

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

(Received at London Office)

APR - 6 1938

Date of writing Report 3rd April 1938 When handed in at Local Office

Port of Amsterdam

Survey held at Amsterdam

Date, First Survey and

Last Survey 30th March 1938

No. of Visits 2

on the Machinery of the ~~Wood, Iron or Steel~~ Vessel "VENEZUELA"Gross 6355
Net 3847

Vessel built at Hamburg

By whom Reicherst's Schiffbau

When 1906

Nominal Horse Power 730

Engines made at Hamburg

By whom Reicherst's Maschinenbau

When 1906

of Main Boilers 5 1/2

Boilers, when made (Main) 1906

(Donkey)

of Donkey Boilers

Managers

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Amsterdam

Voyage West Indies

If Surveyed Afloat or in Dry Dock

Afloat

(State name of Dock.)

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

CHARACTER.
X for Special Survey
Date of last Survey and of
Periodical Surveys.Years
assigned
and
expired.Machinery and Boiler
Surveys
(including date of N.B., if any).

100 AI

LMC

9.36

4.33

ss Am 3rd N 3-4.33

Fitted for oil fuel

8.21 F. Above 150°F

BP 2.37

T 3 pm 2.3600

SW 4.3700

Report No. 15121 Port Am

Particulars of Examination and Repairs (if any) part B. S.

1. Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, 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 being 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.

2. In cases where the Surveyor has not made a special damage report he is required to state whether he has made his services for this purpose, and why they were declined.

3. A special damage report made by anyone else? If so, by whom?

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

5. Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

6. If not done, state for what reasons?

7. Parts of the Boilers could not be thus thoroughly examined? *All parts examined*

SEE LIMITATION LIST.

8. 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?

9. Date of internal examination of each boiler 30/3/38

Present condition of funnel(s) *Good.*

10. Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*

by government lever and weight 200 lb.

11. Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

12. Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes*

, and of the Donkey Boilers?

13. Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

14. Did the Surveyor examine all the mountings of the Main Boilers? *Yes*

, and of the Donkey Boilers?

15. Has the 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?

16. Has the shaft now been changed? If so, state reasons

Has it a continuous liner?

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

17. 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

18. The parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? *Yes.*

19. Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

20. Insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

21. If the survey is not complete, state what arrangements have been made for its completion and what remains to be done. *The Survey of the*

on board forward and Port after boilers remains to be done.

Examined the Port forward boiler internally and externally its mountings and Safety valves. Found the furnaces more or less pitted but of no consequence for the present.

22. 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. 1-38 as previously recommended when the Survey has been completed.

23. Condition.

I am of opinion that this vessel is eligible to remain as classed with fresh record of B. S. 1-38 as previously recommended when the Survey has been completed.

Survey Fee (per Section 20)

£34.00

Fees applied for 4-4-1938

Special Damage or Repair Fee (if any) (per Section 20.)

£

Received by me,

Travelling expenses (if chargeable)

£1.00

Committee's Minute

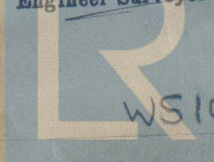
WED 20 APR 1938

Assigned

Deferred for

Cont 4/2 No. 1

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
Foundation

WS10-0017