

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

Date of writing Report 22nd July 1933

(Received at London Office)

26 III 1933

No. in
Reg. Book.

Survey held at Rotterdam

When handed in at Local Office

19

Port of Rotterdam

Date, First Survey and

Last Survey 19th July 1933

(No. of Visits 1)

10000

on the Machinery of the Wood, Iron or Steel

S/p ALKAID

Tonnage

Gross 4441

Net 2702

Vessel built at Lobith

By whom

K.T. Lobishoe Schepker When 1922

Nominal

Horse Power 439

Engines made at Druyby

By whom

British Thomson Houston Co. Ltd. When 1922

No. of Main Boilers 1

Boilers, when made (Main) 1922

(Donkey)

No. of Donkey Boilers

Managers

Owners' Address

Rotterdam

Steam Pressure—

If Surveyed Afloat or in Dry Dock

D.H. Dock

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

Port Rotterdam

Voyage

in Main Boilers 10000

in Donkey Boilers

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.

Machinery and Boiler Surveys (including date of N.B., if any)

+ MAI-531

+ LITL

L.R. ROT. NO. 2-81

17.5.930

B.N. 531

T.H. den 930

Last Report No.

Port

Particulars of Examination and Repairs (if any) Cond:

(Periodical Surveys, when held, must be reported in detail and serially 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 for 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?

State latest date of internal examination 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?

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?

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?

State date of examination of Screw Shaft 19/7/33

State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 10"

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

Vessel placed in dry dock. Screw shaft drawn examined and found in order. Stern bush and fastenings found good. A new bronze propeller Diam 5200 mm Pitch 4500 mm Dev. Surface 9.8 c/w² now fitted.

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

The machinery being as far as seen in a good condition. I am of opinion that this vessel is eligible to remain as classed and notation of I.S. seen 4-33

Survey Fee (per Section 29).....

£15.00

Fees applied for

Special Damage or Repair Fee (if any).....

£

25.7.1933

Travelling expenses (if chargeable).....

£7.10

Received by me,

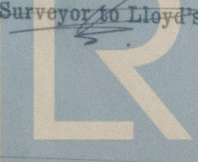
Committee's Minute

WED. 9 AUG 1933

Assigned

As now

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W540-0014

*It is submitted that
this vessel is eligible to
remain as GLASSED.*

S. 7.33

*Ykm
4.8.33*

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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