No. 18290

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

(Received at London Office 10 APR 1929)

5-4-1929 When handed in at Local Office ... to Port of Rotterdam

held at Rotterdam Date, First Survey 1-2-29 Last Survey 28-3-1929 (No. of Visits 8)

Machinery of the ~~Wood, Iron or~~ Steel S.S. "MOERDIJK"

Vessel built at Weermünde By whom J. C. Tecklenborg A.G. When 1914.

Engines made at " By whom " When 1914

Boilers, when made (Main) 1914 (Donkey)

Owners Ned.-Am. Stoomv. Mij. Owners' Address Rotterdam (if not already recorded in Appendix to Register Book)

Managers Holl.-Amerikaanschen Port of Rot. Voyage San Francisco

If Surveyed ~~Afloat or~~ in Dry Dock Wilson's dock (State name of Dock.) 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.	Years Assigned NOW expired.	Machinery and Boiler Surveys (including date of N.B., if any)
100 A1-12,27.		LMC.
Shelter Dk		LB-10,24.
with freeboard		BS-0,27.
as Rot. No. 2-6,10		~~LloydsRS~~
as Rot. No. 1-24.		~~R LC-9,20~~
		TS seen-9,20. C.L.

No. Port

of Examination and Repairs (if any) & L.M.C.

en held, must be reported in detail and seriatim in the terms of the Rules. State clearly the ny, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on he cause of which must be stated) should be separated from Repairs due to other causes; and l in the body of the report, should be briefly summarised at the end of the report. State also the ny letters respecting this case. ✓

ere the Surveyor has not made a special damage report he is required to state whether he s for this purpose, and why they were declined? ✓

t made by anyone else? If so, by whom? ✓

ally go inside each Main Boiler separately and make a thorough examination at this time? New boilers fitted

" Donkey " " " ✓

ate for what reasons? ✓

Boilers could not be thus thoroughly examined? ✓

s, in the absence of internal examination, were adopted by the imself of the thorough efficiency of those parts of each Boiler? ✓

ne the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 206 lbs.

ine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

ne all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

ne the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

ne all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓

been drawn and examined? No 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? ✓

hanged? ✓ If so, state reasons ✓

ed 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? ✓

een lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? 1/16.

uplete, state what arrangements have been made for its completion and what remains to be done? Completed.

ed in drydock, propeller, sternbush and fastenings good.

. please see Rott. report No. 17072.

thrust and tunnelshafting exd and found good.

, pistons, valves and chests exd and found in good condition.

all tubes removed, cleaned and replaced, tested and found tight.

ps exd and found or made good.

nts of cocks, valvechests, bilge-suctions, pipes, roses exd and found good.

boilers, removed and replaced by new ones, as per enclosed report.

mountings and fittings overhauled and fitted on new boilers.

lves adjusted under steam to 206 lbs.

ers for the Reg. Book. H.S. 13624 ✠. G.S. 240 ✠. N.H.P. 857.—

ervations, Opinion, and Recommendation: The machinery being in a

t 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 tion 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, , &c.)

nd efficient Condition I am of opinion that the vessel is to remain as classed with fresh recs of & L.M.C. 3-29—

n 28) £ 230.00 Fees applied for 8/4 1929

pair Fee (if any) £ Received by me, 29.4.1929

s 28.)

if chargeable) £ 1.00

Minute FEB 26 APR 1929 CERTIFICATE WRITTEN.

✠ L.M.C. 3.29

+NB 3.29

C. H. Bouse

Engineer Surveyor to Lloyd's Register of Shipping.

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to Mr. Steam Surveyor.

S.S. No 2 due 6. 28 – New held aw machinery

Main boilers renewed.

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.

It is submitted that this vessel is eligible for THE RECORD. L.M.C. 3. 29.

+N.B. 3. 29.

19/4/29

Alter boilers re particulars

(r) = letter for record.

N.S. 13624

G.S. 240

N.H.P. 857