

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

26 NOV 1934

Writing Report 24-11-1934 When handed in at Local Office 19 Port of Rottterdam

Survey held at Rottterdam Date, First Survey 20 July Last Survey 23 Oct 1934 (No. of Visits 9)

on the Machinery of the ~~Wood, Iron or Steel~~ S/S. SINT JANSLAND

Gross 2224 Vessel built at Alblasdam By whom Schepw. & Jm Smit, Bn. When 1916-8

Net 1194 Engines made at Chushing By whom M. B. Schelde When 1916

al } 203 Boilers, when made (Main) 1916 (Donkey)

ower } 2 Owners Schepw. & Jm Smit Owners' Address Rottterdam

ain Boilers 2 Managers (if not already recorded in Appendix to Register Book.)

akey Boilers 1000 Port Rottterdam Voyage

essure- Boilers 1000 Particulars of Classification (which must be inserted precisely as in Register Book & Supplement)

ey Boilers 1000 Surveyed Afloat or in Dry Dock M. B. Schelde part

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

Particulars of Examination and Repairs (if any) Flags. New Boilers

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned new or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 100A1-7,33</u>		<u>+ L.M.C. 14</u>
<u>S.S. ROT. NO. 3-0,19</u>		<u>B.S. 7,33</u>
		<u>T.S. 11,31</u>
		<u>'06</u>

Surveys, when held, must be reported in detail and seriatim 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 particulars 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.

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

Has a special damage report made by anyone else? If so, by whom? \_\_\_\_\_

Does the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Does the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Are the parts of the Boilers which could not be thus thoroughly examined? \_\_\_\_\_

Are 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? Yes

Is the date of internal examination of each boiler \_\_\_\_\_

Does the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Does the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? \_\_\_\_\_

Does the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? Yes

Does the Surveyor examine the drain plugs of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Does the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? Yes

Has the shaft now been drawn and examined? No 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? Yes

Has the shaft now been changed? Yes If so, state reasons \_\_\_\_\_

Has the shaft now been fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

Examination of Screw Shaft Yes State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Not seen

Are the parts, when referred to by numbers, should be counted from forward. \_\_\_\_\_

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

runners, screw shaft and propeller, this will be done before vessel is taken in commission, vessel now laid up.

Shaft, thrust shafting examined and found in order.

Indies, pistons, slide valves and steam chests examined and found in order.

Engines, condenser and auxiliary machinery all opened out, examined and found in order.

Arrangement of cocks, pipes, bulge reactions, roses etc examined and good.

The light installation examined and tested and found good.

Boilers have now been fitted of which the report is recorded herewith.

Inventories, and safety valves on boilers renewed.

Observations, Opinion, and Recommendation:— The machinery is now

ready for 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

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,

and in order and form of opinion that this vessel is eligible

to remain as classified with fresh record of + L.M.C. 11-34

on completion of survey and NEW BOILERS' 11-34.

Section 29) 150.00 Fees applied for 24.11.1934

or Repair Fee (if any) 5.00 Received by me, 5.12.1934

Section 29.) 5.00

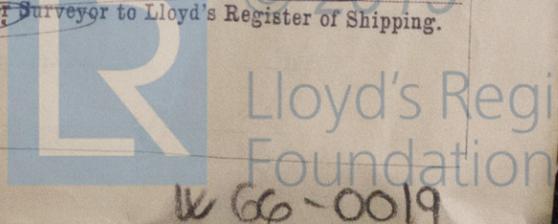
ses (if chargeable) 5.00

Surveyor's Minute Deferred

+ N.B. 11.34

J. J. Schoon 2019  
 Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 4 DEC 1934 FRI. 26 JAN 1935



Lloyd's Register Foundation

W 66-0019

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

Is a Certificate required? If so, to be sent to Rottterdam Surveyor's Office.