

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

(Received at London Office WED MAR 25 1914)

Date of writing Report 24 March 1914 When handed in at Local Office \_\_\_\_\_ 19 \_\_\_\_\_ Port of Amsterdam

No. in Reg. Book. Survey held at Amsterdam Date, First Survey 5.5 Banka Last Survey 24 March 1914

49 Sup on the Machinery of the Wood, Iron or Steel Master G. J. F. F. F.

Tonnage } Gross 12501 Vessel built at Wid. Harlingen By whom W. Gray, C. D. When 1914  
 Net 4104 Engines made at Wid. Harlingen By whom Con. Har. by W. de When 1914

Registered Horse Power \_\_\_\_\_ Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_

No. of Main Boilers \_\_\_\_\_ Owners Booms M. Rotterdam Port Amsterdam Voyage East India

No. of Donkey Boilers \_\_\_\_\_ If Surveyed Afloat or in Dry Dock Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers \_\_\_\_\_  
 in Donkey Boilers \_\_\_\_\_

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) adjusting safety valves

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  LMC

Wid. Harlingen  
Condemned

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 summarized at the end of the report. State also the date and initials of any letters respecting this case. E 26<sup>th</sup> February 1914

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? no

Do. " Donkey " " " " "

If this was not done, state for what reasons? new boilers

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?

Did the Surveyor examine the Safety Valves of the Main Boiler? no To what pressure were they afterwards adjusted under steam? 105 lbs

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 Boiler?

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? no Is it fitted with continuous liner?  or two liners?  or is it without liners?

Has shaft now been changed? no If so, state reasons

Is the shaft now fitted new? no Has it a continuous liner?  or two liners?  or is it without liners?

State the distance between ligament vitz of stern bush and top of after bearing of screw shaft? not seen

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

Adjusted all safety valves under steam to 105 lbs = Main boilers

Thickness washers

I SB	II	3 Port	4.	5 SB	6.	7 Port	8.
<u>13" aft</u>	<u>3/4"</u>	<u>1/16"</u>	<u>11" full</u>	<u>3/4"</u>	<u>13"</u>	<u>13" aft</u>	<u>11"</u>
<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>	<u>16</u>

Superheaters: Adjusted all safety valves under steam to 190 lbs.

SB four	Port four	SB aft	Port aft
<u>9/16"</u>	<u>1/2" full</u>	<u>1/2" full</u>	<u>1/2" full</u>

General Observations, Opinion, and Recommendation:— Adjusted all safety valves under steam to 105 lbs = Main boilers

(State clearly what alterations, 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, B.&M.S. 9,11, or L.M.C. 9,11, 140 lb., F.D., &c.)

Keels of this vessel and she is eligible in my opinion to have now record

**LMC 2.14.** as previously rec'd

Survey Fee (per Section 28).....	£ : :	Fees applied for	19
Special Damage or Repair Fee (if any) (per Section 29.).....	£ : :	Received by me,	19
Travelling Expenses (if chargeable).....	£ : :		

W. J. Burgdorff  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

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

Assigned see my minute on 7.6. report.

WED MAR 27 1914

**L** Lloyd's Register Foundation W663-0023

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to Surveyor, Amsterdam.

Survey for first entry now completed

It is submitted that  
this vessel is eligible for  
**THE RECORD, + LMC 2.14.FD.**

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.

JWD  
27/3/14  
ARRR

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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