

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

(Received at London Office 28 MAR 1935)

Date of writing Report 26-3-35 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book 71639 Survey held at Rotterdam Date, First Survey ant Last Survey 22-3-1935 (No. of Vints)

Tonnage Gross 7250 Net 4574 Vessel built at Prosook By whom A. J. Nijssen When 1914

Nominal Horse Power 740 Engines made at 1 By whom 1 When 1914

No. of Main Boilers 4 Boilers, when made (Main) 1914 (Donkey) 1

No. of Donkey Boilers 1 Owners Mr. Ned. Scheepvaart Owners' Address The Hague

Steam Pressure in Main Boilers 2050 Managers Dr. in Apuntum / My Holland Australi Port The Hague Voyage 1

in Donkey Boilers 1 Surveied Afloat or in Dry Dock Naalhaven (State name of Dock.)

Last Report No. _____ Port _____

Particulars of Examination and Repairs (if any) Gen. Exam.

(Periodical Surveys, when held, must be reported in detail and seriatim 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. Serial H. 19-3-35, 22-3-35.)

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? ✓

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

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 ✓ State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft ✓

Engine parts, when referred to by numbers, should be counted from foreard. Is electric light and/or power fitted? ✓

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

Attended on board at request of the Owners Representative it being reported that the vessel will be sold to Italian Owners, probably for breaking up, with delivery at Rotterdam, but Owners requesting a certificate for the voyage Rotterdam - Italy.

Machinery examined under general conditions and the boilers under steam and found as far as could be seen all in good condition.

General Observations, Opinion, and Recommendation: The machinery and boilers
 (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, S.S. 9,11, P.&M.S. 9,11, *L.M.C. 9,11, or *L.M.C. 140 lb., F.D., &c.)
CS 3,34,
being as far as seen in a good condition I am of opinion that the vessel is eligible to remain as classed.

Survey Fee (per Section 29) £ 30.00 Fees applied for 20/3/35

Special Damage or Repair Fee (if any) (per Section 29.) _____

Traveling expenses (if chargeable) _____

Received by me, _____

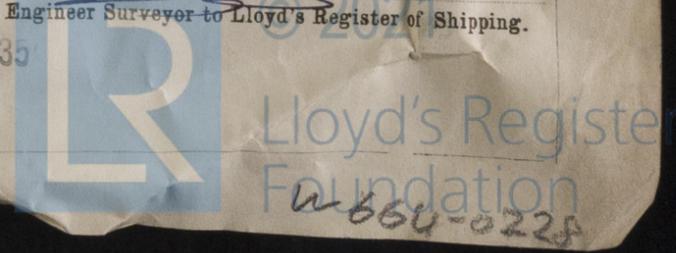
Committee's Minute _____

Signed Defered _____

TUE. 9 APR 1935 FRI. 2 AUG 1935

W. B. Brouwer
 Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 26 NOV 1935



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

Is a Certificate required? If so, to be sent to _____

Machinery generally
examined.

It is submitted that
this vessel is eligible to
remain as C21-370.

No. 2041.

2019

5/4/38

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