

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

(Received at London Office)

7 JUL 1926

Date of writing Report 5th July 1926 When handed in at Local Office 5/7 Port of Antwerp

No. in Book 1057 Survey held at Ostend & Ghent Date, First Survey 17.6.26 Last Survey 25.6.1926 (No. of Visits two)

on the Machinery of the Wood, Iron or Steel St. K. "Jan Volders"

Gross Tonnage 255 Vessel built at Fairley By whom Bou. Me. Laellan & Co. When 1918

Net Tonnage 75 Engines made at Erith By whom Fraiser & Chalmers E. Works When 1918

Donkey Boilers 1 Boilers, when made (Main) 1918 (Donkey)

Owners Les An. Comenart Ostenda Owners' Address Port Ostend Voyage Fishing

Managers affloat in Ostend Dock If Surveyed Afloat or in Dry Dock And in Ghent Dry 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	Year since last survey expired	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1</u>		<u>L.M.C. 7-24</u>
<u>Stm Fawler</u>		<u>B.S. 7-25</u>
<u>7-24</u>		<u>C.L. 8-23</u>
<u>St. Ph. 7:3-11-20</u>		
<u>St. Ant. 7:1-24</u>		

Particulars of Examination and Repairs (if any) B.S. & T.S.

Medical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. State clearly 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 entries being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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? yes.

Do. " Donkey " " " " no.

Was this not done, state for what reasons? None.

What parts of the Boilers could not be thus thoroughly examined?

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? yes. To what pressure were they afterwards adjusted under steam? 180 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? yes. , and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? none. , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? yes. , and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? yes. 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?

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

Has the shaft now fitted new? 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 the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft? 1/16"

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

The propeller, fastenings, under water fittings, sea cocks, stern tube, tail shaft, the main boiler & all its mountings exam'd.

The safety valves were adjusted to 180 lbs per sq. by the Belgian Government Surveyor at Ostend, & his report has been seen.

Condition Good.

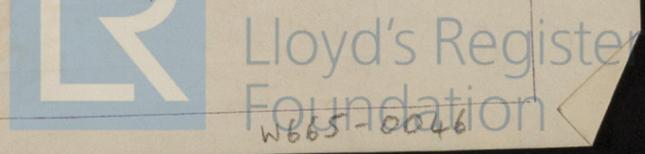
General Observations, Opinion, and Recommendation: — The machinery of this vessel is in good condition, & eligible in our opinion to remain as classed with fresh record of B.S. 6.26, & the notation of T.S. exam'd 6.26.

(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, B.S. 9.11, B.&M.S. 9.11, or L.M.C. 9.11, 140 lb., F.D., &c.)

Survey Fee (per Section 25) B.S. & T.S. Frances 930- For applied for 5 July 1926
Special Damage or Repair Fee (if any) 0
Travelling Expenses Taxi etc 191.60 Received by me, 19

M. Pidditch & J. L. Raboy
Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute FRI. 9 JUL 1926
Assigned B.S. 6.26



B.S. due 7.26. L.L.

It is submitted that
this vessel is eligible for
THE RECORD. B.S. 6.26.

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.

S. 6.26.
20/9/26

[Signature]
8/2/26

[Faint handwritten notes in the left margin, including "L.L." and "B.S. 6.26."]

[Main body of handwritten notes on lined paper, including "L.L.", "B.S. 6.26.", and various illegible entries.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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