

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

(Received at London Office)

AUG 16 1940

Date of writing Report 19... When handed in at Local Office 14 AUG 1940 19... Port of Amu.

No. in Reg. Book 3829 Survey held at Amu. Date, First Survey 9.7.40 Last Survey 31.7.1940 (No. of Visits 5)

on the Machinery of the Wood, Iron or Steel SS. STAD SCHEDAM. Year. Month.

Tonnage { Gross 5918. Vessel built at Stettin By whom Craig, Taylor & Co. Ltd. When 1911-12  
Net 3529. Engines made at do By whom Blair & Co. Ltd. When 1911

Nominal Horse Power 470 Boilers, when made (Main) 1911. (Donkey)

No. of Main Boilers 2513 Owners Kalayaan-Lijn N.V. Owners' Address Port Rotterdam. Voyage

No. of Donkey Boilers  Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Amu. Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port

Particulars of Examination and Repairs (if any) L.M.C. 7.36

(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.

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.

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? AS. No. done.

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  Present condition of funnel efficient.

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 Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?  and of the Donkey Boilers?

Has screw shaft now 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?

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 vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

The whole of the above requirements need to be carried out with the exception of the following:-

CLAW DOVE. Worm plans in dry dock. Propellers, stern bush, shaft connections & outside fastenings examined & found in good condition. But wear down 3/16"

Worm gear exposed out, examined, overhauled & plans in good condition. Also subsequently examined under working conditions & found satisfactory. Windows opened out, examined & found satisfactory.

GENERAL EXAMINATION A general examination was made of main & auxiliary machinery under working conditions & all was found to be

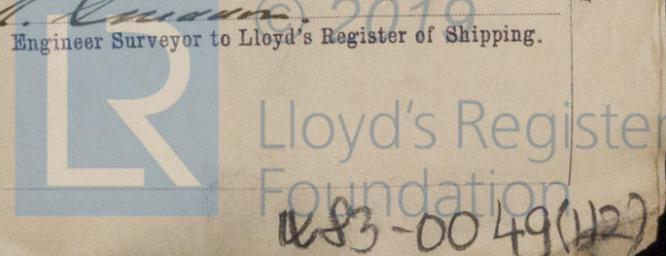
General Observations, Opinion, and Recommendation: Satisfactory

(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. 0,11, B.&M.S. 0,11, & L.M.C. 0,11, or R.M.C. 140 lb., E.D., &c.)

Signified in my opinion to remain as classed with your record of L.M.C. 7.36 on completion.

Survey Fee (per Section 29) £ : : Fees applied for 19  
Special Damage or Repair Fee (if any) (per Section 29) £ : : Received by me, 19  
Travelling expenses (if chargeable) £ : :  
FRI. 6 SEP 1940

Committee's Minute Assigned As now without E.L. Card



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

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

SS "STAD SIEDAM."

OWNERS REPAIRS.

1070 Wooden condensers for No. 1 and 2 were removed.  
Condenser water tested on completion & found tight.

P. R. List.

The entry in the P. R. list regarding the Donkey  
Boiler may now be deleted as this boiler has  
been removed from the vessel.

A.R.S.



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