

# 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

Amst.

No. in Survey held at

Reg. Book

3827 on the Machinery of the Wood, Iron or Steel

Date, First Survey

9.7.40

Last Survey

31.7.1940

(No. of Visits

5)

Tonnage { Gross 5918.  
Net 3539.

Vessel built at

Amst.

By whom

Craig, Taylor & Co. Ltd.

When

1911-12

Nominal Horse Power 470

Engines made at

Amst.

By whom

Blair & Co. Ltd.

When

1911

No. of Main Boilers 2513

Owners

Harvey & Lijn N.V.

Owners' Address

(if not already recorded in Appendix to Register Book.)

Port Rotterdam

No. of Donkey Boilers

Managers

Managers

Port Rotterdam

Voyage

Voyage

Steam Pressure in Main Boilers 180 lb.

If Surveyed Afloat or in Dry Dock

Amst.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers

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?

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

Present condition of funnel

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

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

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

Flow Done. Vessel plans in dry dock. Propeller, stern bush, shaft connections & outside fastenings examined & found in good condition. But wear down 3/16"

Shaft gear checked out, examined, overhauled & found in good condition. Gear 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 satisfactory.

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. 9,11, B.M.S. 9,11, L.M.C. 9,11, or R.M.C. 140 lb., E.D., &c.)

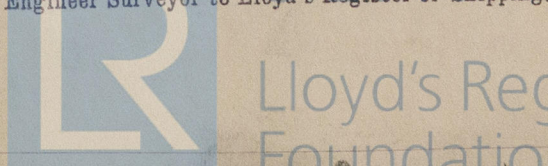
Signature in my opinion to remain as classed with present record of L.M.C. 7.36 on completion.

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

Committee's Minute

Assigned As now Matthew E. L. Cond

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register of Shipping

W83-0049(12)



HULL

S/S "TAD SIEDAM."OWNERS REPAIRS.

1000 wooden condenser fan blades have now been 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.