

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

(Received at London Office)

APR 30 1940

Date of writing Report 24-4-1940 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Rotterdam Date, First Survey 1st Last Survey 16-4-1940 (No. of Visits 1)

on the Machinery of the Wood, Iron or Steel Tug "STATENDAM"

Gross 1829 Net 1690 Vessel built at Belfast By whom Harland & Wolff Ltd. When 1919-4

Engines made at do. Completed by Wilton Shipway & Co. - Rot. By whom When do

Boilers, when made (Main) 1919 (Donkey) 1919

Owners Under-amerik. Spinn. Maatsch. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Holland-Amerika Lijn. Port Rotterdam Voyage

Surveyed Afloat or in Dry Dock Wilhelmshaven. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

ast Report No. 28768 Port Rot

Particulars of Examination and Repairs (if any) Aux. eng.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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?

" " Donkey " " " "

If this was not done, state for what reasons?

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?

What was the 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 Boilers?

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

, and of the Donkey Boilers?

Has the 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 the 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?

What was the 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?

Did the Surveyor examine the generators, motors, switchgear, cables and fuses?

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

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

Complete.

From start inboard aux. engine completely opened up and found in good condition.

This vessel for same work and found good.

General Observations, Opinion, and Recommendation:—This engine being in a good con-

(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, E.S. 9,11, B.&M.S. 9,11, & L.M.C. 9,11, or

L.M.C. 140 lb., F.D., &c.)

CS 3,34, "

I am of opinion that the vessel is eligible to remain as classed.

Survey Fee (per Section 29) £ 25.00

Special Damage or Repair Fee (if any) £ :

Travelling expenses (if chargeable) £ :

Committee's Minute FRI 8 MAY 1940

Assigned 1 As now Ab

Fees applied for 26.4.1940

Received by me, 20 SEP 1940

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation W86-0004

Star, unsonet auxiliary engine
(oil engine) examined

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

Note part engine survey

Thus
1.5.40



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Foundation