

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

(Received at London Office SAT. JUL. 10. 1915)

Date of writing Report 5 July 1915 When handed in at Local Office 10 Port of Rotterdam

No. in Reg. Book 800 Survey held at Rotterdam Date First Survey Ans Last Survey 28 Jun 1915

on the Machinery of the Wood Iron or Steel S.S. "DUIVELAND" Master A. de Wit

Tonnage { Gross 1294 Net 770 Vessel built at Rotterdam By whom P. J. van der Meer When 1909 7

Registered Horse Power 150 Engines made at Flushing By whom Maats. deschedde When 1909

No. of Main Boilers 2 Boilers, when made (Main) 1909 (Donkey) ✓

No. of Donkey Boilers ✓ Owners Scheepvaar. Steenhoven Meis Port Rotterdam Voyage Newcastle

Steam Pressure in Main Boilers 100 lb of Surveyed Afloat or in Dry Dock Wilton's Dock 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) Condition

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

CHARACTER. X for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A 16-14</u>		<u>LMC</u>
<u>S.S. R.A. 11-14</u>		<u>M.S. 6-14</u>
		<u>B.S. 4-15</u>
		<u>T.S. on 2-14</u>

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

Do. " Donkey " " " No

If this was not done, state for what reasons? Not due

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? ✓

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 Boiler? ✓

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? Yes Is it fitted with continuous liner? Yes or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? No If so, state reasons ✓

Is the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Remains

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

People placed in dry dock, Stemshaft drawn, examined, continuous liner found scored and skimmed fair on the lathe; Stem bush removed. propeller and fastenings of sea connections good

General Observations, Opinion, and Recommendation:—

(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 X L.M.C. 9,11 (as in F.D., &c.)

The machinery of this vessel has been now in good and efficient condition. I am of opinion that she is eligible to remain as closed with record of Stemshaft Nov. 6.15

Survey Fee (per Section 28) £12.50 Fees applied for _____

Special Damage or Repair Fee (if any) _____ Received by me, _____

Travelling Expenses (if chargeable) _____

P. van Beemster
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. JUL. 13. 1915

Assigned as now



THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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

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

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

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. 15

ms.
10. 9. 15

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020

Lloyd's Register
Foundation