

## Report of Survey for Repairs, &amp;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 June 1915  
 on the Machinery of the Wood Iron or Steel S.S. DUIVELAND Master A. J. de Vries  
 Tonnage { Gross 1297 Vessel built at Rotterdam By whom P. J. de Vries When 1909  
 Net 770 Engines made at Flushing By whom Maats. de Schelde When 1909  
 Registered Horse Power 150 Boilers, when made (Main) 1909 (Donkey)  
 No. of Main Boilers 2 Owners Scheepvaart Maats. de Schelde Port Rotterdam Voyage Newcastle  
 No. of Donkey Boilers 1 If Surveyed in Dry Dock Wilton's Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure 100 lb in Main Boilers ✓ 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 variation 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

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? L

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? L

Did the Surveyor examine the Safety Valves of the Main Boiler? L To what pressure were they afterwards adjusted under steam? L

Did the Surveyor examine the Safety Valves of Donkey Boiler? L To what pressure were they afterwards adjusted under steam? L

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? L , and of the Donkey Boiler? L

Did the Surveyor examine the drain plugs of the Main Boilers? L , and of the Donkey Boiler? L

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

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? L or is it without liners? L

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

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

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 L.M.C. 9, 11 (and the F.D., &c.)

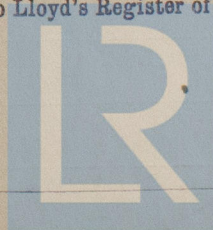
The machinery of this vessel being now in good and efficient condition. I am of opinion that she is eligible to remain as classed with record of Stemshaft class 6.15

Survey Fee (per Section 28) £12.50 Fees applied for  
 Special Damage or Repair Fee (if any) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 Received by me, P. J. de Vries

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

Committee's Minute TUE. JUL. 13. 1915

Assigned as now



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 Foundation



Perhap and.

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

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S.G. 15

ms.  
10.9.15

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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