Rpt. 9.

No. 27833 b

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

FEB 14 1939

(Received at London Office _____)

Date of writing Report 7/2 1939 When handed in at Local Office _____ 19 Port of Rotterdam

No. in Book. 7518 Survey held at Rotterdam Date, First Survey 20/1 '39 Last Survey 6/2 1939 (No. of Visits 6.)

on the Machinery of the Wood, Iron or Steel M.V. „Citrine"

Tonnage { Gross / Net

Nominal Horse Power

No. of Main Boilers

No. of Donkey Boilers

Steam Pressure— Main Boilers

Donkey Boilers

Vessel built at Hardinxveld By whom Scheepswerf „de Merwede" When 1939. (Year. Month.)

Engines made at Cologne By whom Humboldt Deutz Mot. A.G. When 1938

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

Owners Messrs William Robertson. Owners' Address Glasgow. (if not already recorded in Appendix to Register Book.)

Managers ✓ Port ✓ Voyage ✓

If Surveyed Afloat ~~or in~~ and Dry Dock _____ (State name of Dock.)

Last Report No. _____ Port _____

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

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
Class contemplated		

Particulars of Examination and Repairs (if any) Dam. T.S.

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 sides 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 has offered his services for this purpose, and why they were declined Yes not required.

Was a damage report made by anyone else? If so, by whom? Underwriters Surveyor

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? ✓

Are 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? ✓

The latest date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

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? Yes Is it fitted with continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

Has shaft now been changed? Yes If so, state reasons shaft badly grooved and bent at propellercone.

Is the shaft now fitted been previously used? no Has it a continuous liner? no Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? no

The date of examination of Screw Shaft 27/1 '39 State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft a fit

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 Complete

On the vessels trial the 19th of January 1939 the screwshaft ran hot in the sternbush.

Vessel placed in drydock screwshaft drawn & in lathe and found same badly grooved and bent at propellercone, same renewed by a new screwshaft marked LLOYDS No 260 L S/F.E.W 27/1 '39. Cracked sterntube renewed, sternframe slightly bored out and a new sternbushes as required now satisfactorily fitted with new stern- and neckbush. Alignment of shafting & & found good. Cylinders Nos 1 & 6 with valve & gear piston & rings, crosshead & bearings & & found in order. Crank & thrust shaft & & found in order.

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, ✠ L.M.C. 9,11, or ✠LMC CS 3,34, 140 lb., F.D., &c.)

As per first entry report forwarded herewith

Survey Fee (per Section 29) £ : :

Special Damage ~~or Repair~~ Fee (if any) (per Section 29.) £ 75:—

Travelling expenses (if chargeable) £ : :

Fees applied for 13. 2. 1939

Received by me, _____ 19

F. Williams

Engineer Surveyor to Lloyd's Register of Shipping.

TUE 28 FEB 1939

Committee's Minute _____

Assigned See Rot. F.E. 27832

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

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

Lloyd's Register Foundation

002038-002050-0057