

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

(Received at London Office)

26 NOV 1934

Date of writing Report 22. 11. 1934 When handed in at Local Office 10 Port of Rotterdam

No. in Reg. Book. 81947 Survey held at Flushing Date, First Survey 18 July Last Survey 17 Nov 1934 (No. of Visits 3)

on the Machinery of the ~~Wood~~ Steel MV. BOSCH FONTEIN EX. NIEUWERK

Tonnage } Gross 7139.71 Vessel built at Rotterdam By whom M. F. Mad. Fab. / Alouf v. P. Mad. Fab. When 1928 10  
 Net 4294.20

Engines made at \_\_\_\_\_ By whom \_\_\_\_\_ When \_\_\_\_\_

Nominal Horse Power \_\_\_\_\_ Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_

No. of Main Boilers \_\_\_\_\_ Owners Van Ned. Schipvaart Mij. Owners' Address The Hague  
(if not already recorded in Appendix to Register Book.)

No. of Donkey Boilers \_\_\_\_\_ Managers Dr. in Wynsum Mij. Holland / Depika v. P. h. Port The Hague Voyage Hamburg

Steam Pressure in Main Boilers \_\_\_\_\_ If Surveyed Afloat or in Dry Dock Flushing 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) BS etc

(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? Yes

Do. " Donkey " " " " Yes

If this was not done, state for what reasons? \_\_\_\_\_

And what parts of the Boilers could not be thus thoroughly examined? All parts 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 31. 10. 34

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 225 lb

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boilers? \_\_\_\_\_

Did the Surveyor examine the drain plugs of the Main Boilers? None, and of the Donkey Boiler? \_\_\_\_\_

Did the Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? \_\_\_\_\_

Has 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 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 vitæ 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.

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

Deck placed on pontoon.  
Sea connections opened out, examined and found in order.  
All auxiliary steam engines examined and found good.  
Some have all been thoroughly overhauled for shops.  
Both boilers which have now been refitted, unshipped and refitted, boilers and all mounting, and safety valves examined and found in order.

General Observations, Opinion, and Recommendation: The machinery is now  
(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.&E.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)  
all in order and I am of opinion that this vessel is eligible to remain or be entered and recorded in the Society's Register Book as per 1<sup>st</sup> entry report on Machinery

Survey Fee (per Section 29) \_\_\_\_\_ Fees applied for \_\_\_\_\_  
 Special Damage or Repair Fee (if any) \_\_\_\_\_  
 Travelling expenses (if chargeable) \_\_\_\_\_  
 Received by me, M. J. Schoon  
 Engineer/Surveyor to Lloyd's Register of Shipping.

Committee's Minute \_\_\_\_\_  
 Assigned + Lmb. 11.34 OG DBS 11.34  
+ N.E. 11.34  
258-2550 N(W.T.) DB. 34-2250

CHARACTER. of Special Survey. Date of last Survey and of Periodical Surveys.	Year assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ W.A.I. 11.33</u>		<u>+ 1176</u>
<u>with sub-board</u>		<u>M.S. 1.32</u>
<u>I.C.A.T.I. NO 7-32</u>		<u>B.P. 9.32</u>
		<u>T.S. 11.33</u>
		<u>CL</u>

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

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

