

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 15 MAR 1948)

Date of writing Report 4/3 1948 When handed in at Local Office 19... Port of ROTTERDAM

No. in Survey held at Rotterdam Date First Survey 2/1 Last Survey 25/2 1948 (No. of Visits 9)

06667 on the Machinery of the Wood, Iron or Steel 35" EBRO

Tonnage Gross 250 Vessel built at Rotterdam By whom Schep & Melch. P. Smid When 1931 - 2

Net 18 Engines made at Rotterdam By whom Schep & Melch. P. Smid When 1931

Nominal Horse Power 108 MN Boilers, when made (Date) 1931 (Donkey) -

No. of Main Boilers 1 Owners N.T. Inken Sluipd. B.V. Owners' Address -

No. of Donkey Boilers - Managers - Port Rotterdam Voyage -

Steam Pressure in Main Boilers 200 lb in Donkey Boilers - If Surveyed Afloat or in Dry Dock Michuis & 1/2 Berg

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)
+10071 84Z		EX. 847
For towing services		+LMC
SS Rot. No. 2-39		MS 847
		BS 147
		CL 544
		TS 747

Particulars of Examination and Repairs (if any) B.S. & Repairs. Commission to Periodical Surveys, when held, must be reported in detail and serially 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

Donkey " " " " " " " " " " " "

If not, state for what reasons. What parts of the Boilers could not be thus thoroughly examined? all parts 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?

State latest date of internal examination of each boiler 2/2 48 Present condition of funnel(s) good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 200 lbs

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? and of the Donkey Boilers?

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

Has the screw shaft now been drawn and examined? no Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

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 oil retaining appliance fitted at the after end? State date of examination of Screw Shaft State the wear down in the stern bush 2.5 mm Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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

Vessel placed in drydock, propeller and outside fastenings examined and found good

Main boiler examined internally + externally with all mountings, safety valves and manhole doors. Safety valves adjusted under steam to the above stated pressure

Oil fuel pumping arrangements and arrangement of air and sounding pipes also bilge piping have been made in accordance with the approved plans and Secretary's letters. All piping and appliances tested to 2 x W.P.

Machinery tested under full working conditions and found good

The electric light installation has been megger tested and a number of cables have been renewed

A perforated steam pipe has been placed in the stove hold 2-9 hiker fire foam apparatus have been placed

Repairs: Both furnaces of main boiler packed up and several screw stays renewed. All lead pipes in engine room and stove hold replaced by steel ones

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good condition and in my opinion eligible to remain as classed and have fresh record of B.S. 2-48. (Fitted for Oil Fuel 2-48)

(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, BS 9,11, B&MS 9,11 *LMC 9,11 or *LMC 140 lb., FD, &c.)

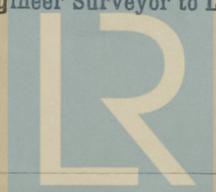
Survey Fee (per Section 29) of 50.- Fees applied for 7/3 1948
Special Damage or Repair Fee (if any) of 120.-
Travelling expenses (if chargeable) of 0.50
Received by me, [Signature]

Committee's Minute WED 21 APR 1948

Assigned BS. 2.48 Fitted for oil fuel re

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

002725-002735-0052

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