

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

(Received at London Office

23 DEC 1946

Date of writing Report 16-12-1946 When handed in at Local Office 19 Port of Rotterdam

No. in Survey held at Rotterdam Date First Survey 9-6-46 Last Survey 8-11-1946 7. Book (No. of Visits 20)

2149 on the Machinery of the Wood, Iron or Steel SS "CURAÇAO" now "DUIVENDIJK" Year Month

Gross 8269 Vessel built at Hamburg By whom Deutsche Werft When 1930

Net 5018 Engines made at Hamburg By whom Blohm & Voß When 1930

Boilers, when made (Main) 1930 (Donkey) 1930

Owners Royal Dutch Government Owners' Address (if not already recorded in Appendix to Register Book.)

Managers Koninklijk Stoomboot Mij Port Amsterdam Voyage SAN FRANCISCO

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

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

Report No. Port

Particulars of Examination and Repairs (if any) Classification

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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 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.

Has 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 " " "

State for what reasons? What parts of the Boilers could not be thus thoroughly examined?

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? All parts accessible

Latest date of internal examination of each boiler 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? 213 lb

Did the Surveyor examine the Safety Valves of the Donkey Boilers? 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? Yes 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? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? Yes

Has the shaft now been changed? no If so, state reasons Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes

Is an approved oil retaining appliance fitted at the after end? Yes State date of examination of Screw Shaft 17-10-46 State the wear down in the bush rewooded 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

Oil fuel placed in dry dock, screw shaft drawn, examined and found good. Propeller, sternbuch, connecting rods and fastenings examined and found good.

Turbines, rotors, stators, gearing wheels, thrust and intermediate shafts, pumps and condensers, condenser tested, also the valves, cocks, pipes and strainers of the pumping arrangements examined. The oil fuel burning arrangements and steam smothering installation examined and tested under working condition.

The boilers and super heaters examined internally and externally together with their mountings, and the safety valves adjusted under steam to the above pressure.

All steam pipes tested as required.

All 4 aux. engines completely opened up, with pumps, and compressors, air vessel found in order.

Electrical equipment examined and tested as required by the Rules.

Repairs due to wear and tear:

General Observations, Opinion, and Recommendation: The machinery of this vessel is in good condition and eligible in my opinion to be classed in the Society's Register Book with record of L.M.C. 11-46 and T.S. 10-46.

(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.)

Good condition and eligible in my opinion to be classed in the Society's Register Book with record of L.M.C. 11-46 and T.S. 10-46.

out. lines 10-46.

Fee (per Section 29) £

Damage or Repair Fee (if any) (per Section 29.) £

Selling expenses (if chargeable) £

Fees applied for 19-11-1946

Received by me, 19

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Signed See minute of Rot. F.E. 14. 29659^a

TUE. 30 SEP 1947

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S/S "DUIVENDIJK."

Both M.P. turbines & rows of missing blades renewed and also
in stator & rows renewed.

Lube oil coolers all tubes removed and replaced by new ones.

All 4 aux engines crankshafts exam in lathe and found good.

J.H. Bouman



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