

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

(Received at London Office)

JAN 27 1940

Date of writing Report 22-1-1940 When handed in at Local Office 19 Port of Rotterdam
 No. in Reg. Book 26948 Survey held at Rotterdam Date, First Survey 17-1-40 Last Survey 18-1-1940
 on the Machinery of the Wood, Iron or Steel "JENNY" (No. of Visits 2)
 Tonnage { Gross 623 Vessel built at Amshorn By whom D. W. Kruimer Sohn Year. Month. 1937-7
 Net 198 Engines made at Schiel By whom Geurts & Zoon When do
 Nominal Horse Power 124 Boilers, when made (Main) (Donkey) 1937
 No. of Main Boilers 1 Owners W. J. van der Meer Owners' Address Port Rotterdam Voyage X
 No. of Donkey Boilers 1 Managers W. J. van der Meer (if not already recorded in Appendix to Register Book.)
 Steam Pressure in Main Boilers 148 If Surveyed Afloat or in Dry Dock City Dock (State name of Dock.)
 in Donkey Boilers 148

Last Report No. PortParticulars of Examination and Repairs (if any) Damage

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 Not required

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

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? ✓

And what parts of the Boilers could not be thus thoroughly 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 ✓

Present condition of funnel(s) Good

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? no If so, state reasons ✓

Is 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 10-1-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Fit

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? ✓

So, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Is 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

It is reported that this vessel has sustained damage through ice on 14th Jan 1940 on her voyage Twyndrecht-Schiedam

Blow on poploom Propeller, sternbush and fastenings exam^d and found propeller blades bend

2 new spare propeller has now been fitted Marked 204 D.S. Old propeller blades are now fair

This propeller is now being kept as spare on board

Tailshaft drawn, exam^d in lathe and found good Crank and thrustshaft with brasses exam^d and found good

General Observations, Opinion, and Recommendation:— The machinery being now in order
 (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 L.M.C. 140 lb., F.D., &c.)
I am of opinion that this vessel is eligible to remain as classed with notation of T.S. see 1-40

Survey Fee (per Section 20) £ : : Fees applied for 23.1.1940
 Special Damage or Repair Fee (if any) £ 50.00
 (per Section 20.)
 Travelling expenses (if chargeable) £ 1.50
 Received by me, 19

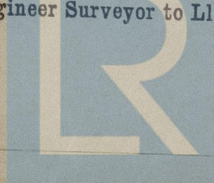
Committee's Minute

Assigned

FEB 1940

As now

H. Hassell © 2020
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register
 Foundation

008062-008078-0063

Screw shaft examined &
propeller renewed on account
of damage from encountering
ice.

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

S. I. 40.

L. J.
5/2/40.



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