

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

(Received at London Office 27 NOV 1950)

Date of writing Report 3. 11. 19 50 When handed in at Local Office 3. 11. 19 50. Port of DUBAN.
No. in Survey held at DUBAN. Date, First Survey 4. 9. 50. Last Survey 20. 9. 19 50.
Reg. Book. 62844 on the Machinery of the ~~Wood, Iron or~~ Steel s.s. "HOLLAND".
Tonnage { Gross 895 Vessel built at Schiedam By whom New Waterway S.B. Co. Year 1923 Month 9
Net 312 Engines made at Schiedam By whom New Waterway S.B. Co. When 1923
Nominal Horse Power Boilers, when made (Main) 1923 (Donkey) -
No. of Main Boilers 2 S.B. Owners Vereenigde Nederlandsche Scheep. Owners' Address -
No. of Donkey Boilers - Maats. (If not already recorded in Appendix to Register Book.)
Steam Pressure - Managers -
In Main Boilers 200 lb Port The Hague Voyage -
In Donkey Boilers - If Surveyed Afloat or in Dry Dock both
(State Name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book and 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)
+700A1 with freeboard	3.50	+L.M.C. 6.48
ss Drh. 6.48		B.S. 9.49
		C.I. 3.50
		See minute of 24-11-50

Last Report No. Port

Particulars of Examination and Repairs (if any) Docking and survey on Boilers.

(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

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

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 Please see Report

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? NO 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 vitae 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.

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.

NOW DONE. Vessel placed on a floating dock, Propeller outer-end of stern bush, and outside fastenings of sea connections examined.

REPAIRS IN DRYDOCK. Stern bush retaining ring found fractured and a new ring fitted in two halves.

SURVEY ON BOILERS. Leakages were reported in combustion chambers on both boilers in way of several rivets and seams.

On examination the following conditions were found: Starboard Boiler, starboard combustion chamber 4 rivet points missing in seam of furnace and back tube plate. The repairs were carried out by welding and the caulking of seams, but under hydraulic pressure, leakages were again observed.

The Owners in Amsterdam were informed of this condition and recommended to them the need for

General Observations, Opinion, and Recommendation:— The Machinery CONTINUED OVER/

(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, etc.; thus, for example, B.S. 9.11, B. & M.S. 9.11, L.M.C. 9.11, or LMC 140 lb., F.D., etc.)

CS 3.34.

of this vessel is eligible in my opinion to remain as classed, subject to the main boilers not being used until repaired (renewal of combustion chambers.)

Survey Fee (per Section 29) £ 14. - -

Special Damage or Repair Fee (If any) £ : :

(per Section 29.)

Travelling expenses (if chargeable) £ 2:19: 6

Committee's Minute

Assigned See for 1177/8A

6 REMPRESS

Fees applied for
27.10.19 50
Received by me,
19

Engineer Surveyor to Lloyd's Register of Shipping

extensive examination for the possibility of caustic embrittlement in way of these combustion chambers by the drilling out of several rivets and the cropping of wrapper plate flanges. This was done to the port boiler, port C.C., and starboard boiler, starboard C.C., and it was found that cracking had occurred between the rivet holes of these flanges. Further cropping was carried out and it became apparent that the combustion chambers of all boilers (2 combustion chambers in each boiler) showed direct evidence of caustic embrittlement. Owners were again informed that these boilers required renewals of their combustion chambers. On Owners instruction the vessel was laid up and at the request of the local agents, interim certificates were issued subject to the main boilers not being used until repaired.

Please see our letter of the 1st inst. respecting this vessel's classification, also our letter dated 17th ultimo.

N.B. Steam pipes tested 2,46.

These pipes have not at this time been tested.

R. M. D.

*Noted.
(cash withdrawn 11.50)*

*2.4
8.12.50 L. G. H.*



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