

No. 30121^b

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

(Received at London Office 13 OCT 1947)

of writing Report 5 October 1947 When handed in at Local Office 1947 Port of Rotterdam

Survey held at Rotterdam Date First Survey 19 May Last Survey 3 October 1947 (No. of Visits 4)

on the Machinery of the Wood, Iron or Steel m "CONFID."

Gross 240 Vessel built at HOOGESAND By whom G. J. VAN DER WERFF When 1931

Net 164 Engines made at APPINGEDAM By whom BRONS Motorfab. N.V. When 1931

Power 43 M.H. Boilers, when made (Main) (Donkey) Owners H. KAJUITER Owners' Address

Managers Managers' Address (if not already recorded in Appendix to Register Book.) Port Rotterdam Voyage Southampton

If Surveyed Afloat or in Dry Dock Mass Scheep van Papendrecht Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port Particulars of Examination and Repairs (if any) Classification LMC & T.S.

Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly stated 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

Damage report made by anyone else? If so, by whom?

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

Donkey " " " "

Reasons for what parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor or to assure himself of the thorough efficiency of those parts of each Boiler?

Last date of internal examination of each boiler Present condition of funnel(s) good

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

Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

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

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

Approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 5/7 47 State the wear down in the shaft 1.57 Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

Engine parts, when referred to by numbers, should be counted from forward. Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete

Propeller, sea connection and their fastenings examined. Shaft drawn and examined.

Main engine cylinders, covers, pistons, valves and valve gears, connecting rods their top and bottom ends, crank, reversing coupling and shaft + intermediate shaft.

All working parts of auxiliary engine and of auxiliary compressors. Testing air receivers examined internally and tested afterwards to 2 x W.P.

Water tanks, pumps, pumping arrangements examined. Arrangement brought in accordance with the approved plan.

Water peak is used for drinking water and the fore peak is not used as a ballast tank, the fore and aft peaks on the approved plan are to be used for filling and emptying the double bottom tanks and Stb.

Boiler equipment examined and tested as required by the Rules (Please see Regt. 13) and found good.

Observations, Opinion, and Recommendation: The machinery of this vessel is in my opinion in efficient condition and eligible to be classed in the

Register Book with record of LMC 10-47 and T.S. 7-47.

Classification survey (per Section 29) £ 250.00 Fees applied for 10-10-1947

Damage or Repair Fee (if any) £ 2.20 Received by me, 19

Expenses (if chargeable) £ 2.20

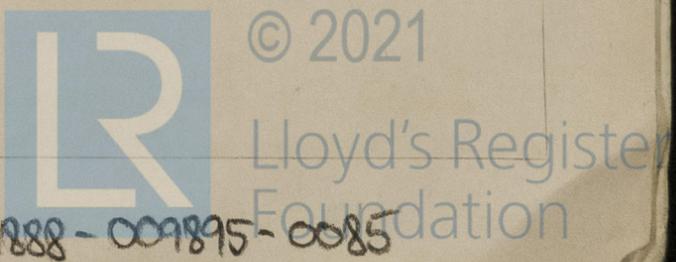
Surveyor's Minute LMC 10.47

57.47

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)
546 Rot.		T.S. NEW 546
EXAMINED L.R. 546		

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

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



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