

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

(Received at London Office)

Date of writing Report 4th May 1939 When handed in at Local Office Amsterdam Port of Amsterdam

No. in Reg. Book 79493 Survey held at Amsterdam Date, First Survey 10th April Last Survey 5th May 1939

on the Machinery of the ~~Wood, Iron or Steel~~ Stm. "MENDOCINO" now named "KARIBISCHES MEER"

Tonnage { Gross 6921 Net 4352 Vessel built at Sunderland By whom Sir Thain's Sons, Ltd When 1917-7

Nominal Horse Power 559 Engines made at Sunderland By whom G. Clark, Ltd When 1917

No. of Main Boilers 4 Boilers, when made (Main) 1917 (Donkey) ✓ Owners' Address Hamburg 1, P.O. Box 941

No. of Donkey Boilers ✓ Managers John T. Esberger Owners' Address (if not already recorded in Appendix to Register Book.) Hamburg 1, P.O. Box 941

Steam Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Drydock Port Hamburg Voyage ✓

in Donkey Boilers ✓ (State name of Dock.) Amsterd. Droogdok Nij Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Particulars of Examination and Repairs (if any) Comp B.S. 75.

(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 summarized 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? Starboard forward & Port after

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? All parts 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 19/4/39 Present condition of funnel(s) Good.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 180 lb.

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? 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 screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes 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 18/4/39 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Renewed.

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes

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.

Wessel placed in drydock. Screw shaft drawn examined and found in order.

Stern bush found cracked, same removed, stern tube bored out and a new stern bush fitted. Propeller examined and found in order.

Seacocks valves and fastenings examined and found in order.

Examined the Starboard forward and Port after boiler internally and externally their mountings and Safety valves, 1 defective stay tube, 1 defective screw stay and total 4 test cocks are renewed.

Found the first four corrugations of Centre furnace in the Port after boiler more or less deformed at bottom part but same of no consequence for the present. Adjusted the Safety valves of all boilers under steam.

General Observations, Opinion, and Recommendation: The machinery is in a good

condition. I am of opinion that this vessel is eligible to remain as classed with fresh record of B.S. as previously recommended and notation of T.S. Seen 4-39.

(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, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Survey Fee (per Section 20) £ 72.00 Fees applied for B-5-1939

Special Damage or Repair Fee (if any) (per Section 29.) £ 24.00 Received by me, 19

Travelling expenses (if chargeable) £ 20.00

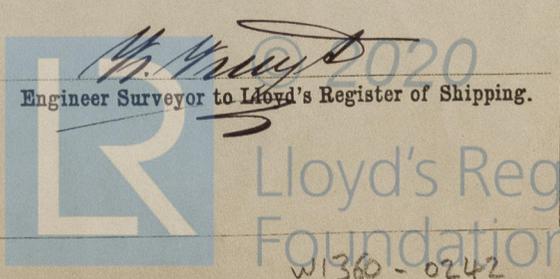
Committee's Minute FRI. 2 JUN 1939

Assigned BS 11.38

CHARACTER: * for Special Survey (Date of last Survey and of Periodical Surveys.)	Machinery and Boiler Surveys (including date of N.B., if any)
100 A I	L M C
2.38	4.37
S.S.N. Yk. N° 3-1028	B.S. 11.37
so S.S.N. N° 2-37	T.S. 2.38 C.L.
Carrying Petroleum in Bulk	FITTED FOR OIL FUEL 10/17
	F.P. ABOVE 100° F.

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

Is a Certificate required? If so, to be sent to



Lloyd's Register Foundation

W1360-0242