

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

(Received at London Office 5 NOV 1942)

Returning Report 4th November 1942 When handed in at Local Office 4th November 1942 Port of Southampton

Survey held at Southampton Date. First Survey 10th October Last Survey 16th October 1942 (No. of Visits 2)

on the Machinery of the Wood Iron or Steel 1/2 Yildboost

GROSS 5460 Vessel built at Rotterdam By whom Maats Wynoord When 1918-2

3635 Engines made at By whom When 1918

544 Boilers, when made (Main) 1918 (Donkey) ✓

3 Owners Java - China - Japan Lijn Owners' Address (if not already recorded in Appendix to Register Book.)

180 Managers Port Batavia Voyage ✓

180 Surveyed in Dry Dock ✓ (State name of Dock.)

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

Port No. Port

Reasons of Examination and Repairs (if any) Damage & Docking

When held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on machinery (the cause of which must be stated) should be separated from Repairs due to other causes; and stated in the body of the report, should be briefly summarised at the end of the report. State also the names of any letters respecting this case.

Where the Surveyor has not made a special damage report he is required to state whether he has performed services for this purpose, and why they were declined.

Has a report made by anyone else? If so, by whom?

Has the Surveyor personally gone inside each Main Boiler separately and made a thorough examination at this time? no

Donkey " " " " ✓

Reasons, state for what reasons Boiler survey stated to have been completed at Newport when last

Why the Boilers could not be thus thoroughly examined? ✓

What 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? ✓

What means of internal examination of each boiler? Present condition of funnel(s) ✓

Has the Surveyor examined the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examined the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam? ✓

Has the Surveyor examined all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers? ✓

Has the Surveyor examined the drain plugs of the Main Boilers? and of the Donkey Boilers? ✓

Has the Surveyor examined all the mountings of the Main Boilers? and of the Donkey Boilers? ✓

Has the Surveyor examined the shaft now being 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 the Surveyor examined the shaft changed? If so, state reasons. ✓

Has the Surveyor examined the shaft 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? ✓

Has the Surveyor examined the shaft of the main propulsion of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/32

Has the Surveyor examined the shaft, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted ✓

Has the Surveyor examined the shaft for examination of the generators, motors, switchgear, cables and fuses? no

Has the Surveyor examined the shaft resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

Has the Surveyor examined the shaft complete, state what arrangements have been made for its completion and what remains to be done Complete

Has the Surveyor examined the shaft placed in Dry Dock The propeller after end of stern bush and the fastenings of the shaft were examined Sea cocks valves opened up and examined ground in & reworked

Has the Surveyor examined the shaft there was no opportunity to deal with the steam pipes at this port.

Observations, Opinion, and Recommendation:— The machinery of this vessel as far as

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 what 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 140 lb., F.D., &c.)

The vessel is in good working condition and eligible in my opinion to remain as classified until the survey being before the end of May 1943 and to the steam pipes being examined and

Section 29) £ : : Fees applied for

or Repair Fee (if any) £ : : 19

Section 29.) £ : : Received by me, 19

ences (if chargeable) £ : : 19

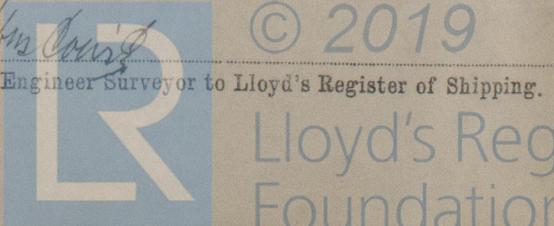
ee's Minute WED. 18 NOV 1942

Deferred

W223-0134

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

As a Certificate required by 145 so, to be sent to



Docking

Blau 2.42. Partly held at Sta
1.42 (See Div Ltr 18/42) stated
Completed at N.Ns. report
awaited.

Submitted action to
be deferred pending
receipt of N.Ns. report

[Signature]
17/11/42

Reyes etc



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