

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

(Received at London Office)

JUL 27 1940

Date of writing Report 4th June 1940 When handed in at Local Office 19 Port of Rio de Janeiro

No. in Survey held at Rio de Janeiro Date, First Survey May 21st Last Survey June 3rd 1940 No. of Visits 9

1980 on the Machinery of the Wood, Iron or Steel 22 Stad Alkmaar

Tonnage } Gross 5750 Vessel built at Schiedam By whom Nilton Fijenord N.V. When 1939
Net _____ Engines made at Amsterdam By whom Kerkhoven N.V. When 1940
(Donkey)

Boilers, when made (Main) _____
Owners Halcyon-Lijn N.V. Owners' Address Port Rotterdam Voyage Vinist Plate f.o.

Managers _____
If Surveyed Afloat or in Dry Dock Yes - Ilha de Ymoua (State name of Dock.)

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

CHARACTER. for Special Survey Date of last Survey and of Periodical Surveys. Years and months since last surveyed. Machinery and Boiler Surveys (including date of N.B., if any).

100 A1
Class contemplated.

Particulars of Examination and Repairs (if any) Boiler furnaces
Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the use 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

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 Copy report is attached.

Has a damage report made by anyone else? If so, by whom? No.

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? Yes.

What parts of the Boilers could not be thus thoroughly examined? _____

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? _____

What is the latest date of internal examination of each boiler? All May 1940. Present condition of funnel Good.

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

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

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

Did the Surveyor examine the drain plugs of the Main Boilers? Yes. and of the Donkey Boilers? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes. and of the Donkey Boilers? Yes.

Has the 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? Yes.

Has the shaft now been changed? Yes. If so, state reasons _____ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

Has the shaft now fitted been previously used? Yes. Has it a continuous liner? Yes. Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes.

What is the date of examination of Screw Shaft? Yes. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft _____ Is electric light and/or power fitted? Yes.

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

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes.

Was the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done All furnaces to be further examined at a home port on completion of the present voyage.

Why held by request of the Master and Cargo Agents, on account of damage to boiler furnaces first observed on 16th May 1940, whilst on voyage from Schiedam to Buenos Aires. Vessel put into this port for repairs.

Examined the furnaces of all boilers and found as stated in attached report, repairs to same have been carried out as detailed. The cause of the damage is due to excessive oil in the boilers, the Starboard oil on examination internally being found coated with oil. The feed water fillers are in my opinion efficient for their duty.

General Observations, Opinion, and Recommendation:— This vessel's boilers are now in efficient condition, suitable in my opinion to be continued as classed, subject to the furnaces of all boilers being further examined and dealt with as found necessary at a home port on completion of the present voyage.

(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.)

Survey Fee (per Section 29) _____

Special Damage or Repair Fee (if any) (per Section 29.) £ 2,200.000

Travelling expenses (if chargeable) £ 600.000

Committee's Minute _____

Assigned No action

Fees applied for 3rd June 1940

Received by me, 6th June 1940

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping

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