

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

(Received at London Office)

27 JUL 1935

Date of writing Report 25-7-35 When handed in at Local Office 19 Port of Rotterdam

No. in Reg. Book 81743 Survey held at Schiedam Date, First Survey 20-7-35 Last Survey 25-7-1935 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel NAJSA

Tonnage Gross 5825 Net 3342 Vessel built at Bromport By whom A.M. Bockhard When 1922-7

Nominal Horse Power 522 Engines made at 1 By whom 1 When 1922

No. of Main Boilers 3 Boilers, when made (Main) 1922 (Donkey) 1922

No. of Donkey Boilers 1 Owners Anglo-Saxon Petroleum Co. Ltd. Owners' Address London

Steam Pressure in Main Boilers 1000 Managers 1 Port London Voyage 1

in Donkey Boilers 1200 If Surveyed Afloat or in Dry Dock Willem's Dock (State name of Dock.)

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

Last Report No. PortParticulars of Examination and Repairs (if any) BS, TS

(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 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" " Donkey " " " YesIf this was not done, state for what reasons? ✓And what parts of the Boilers could not be thus thoroughly examined? All parts accessible.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? present condition of funnelDid 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? Yes To what pressure were they afterwards adjusted under steam? 120 lb.Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boilers? YesDid the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? YesHas 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? no 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 23-7-35 State the distance between lignum vite or bearing metal of stern bush and top of after bearing of screw shaft 4 in.

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

Is electric light and/or power fitted? ✓If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete.

Vessel placed in dry dock, screw shaft drawn, examined and found good.

Propeller blades failed and two blades repaired.

Main and donkey boilers examined internally and externally their mountings and fittings and found in good condition.

Safety valves adjusted under steam resp. to 180 lb. and 120 lb.

General Observations, Opinion, and Recommendation: The boilers being now in

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

a good condition I am of opinion that the vessel is eligible to remain as classed with first record of BS 7-35 and notation of TS seen 7-35.

Survey Fee (per Section 29) £ 87.50 Fees applied for 26-7-35

Special Damage or Repair Fee (if any) £ :

Travelling expenses (if chargeable) £ 3.00 Received by me 10-8-35

Committee's Minute Deferred TUE. 13 AUG 1935

Assigned

TUE. 11 FEB 1936

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

W4930089

Bd due 7.35 Held
T.S. due 4.35. Seen
S.S. No 3 due 7.34 Disposition approved

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that
this vessel is eligible for
THE RECORD.

Bd 7.35
P. 7.35

Seen
12.8.35

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation

Report of Survey for Vessels to be
Registered in Lloyd's Register