

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

(Received at London Office)

23 OCT 1936

Date of writing Report 21<sup>st</sup> October 1936 When handed in at Local Office 22-10-36 Port of ANTWERP

No. in Reg. Book Survey held at ANTWERP Date, First Survey 10-10-36 Last Survey 16-10-1936 (No. of visits 3)

Tests on the Machinery of the Wood, Iron or Steel S/S "HANNAH"

Tonnage (Gross 2750 Tonnage (Net 2511) Vessel built at Newcastle By whom J. L. B. Co. Ltd. When 1913-4

Nominal Horse Power 248 Engines made at Stockton By whom Blair & Co. Ltd. When 1913

No. of Main Boilers 2 Boilers, when made (Main) 1913 (Donkey) DB fitted 36.

No. of Donkey Boilers 1 Owners N.T. Steamship "Hannah" Owners' Address (if not already recorded in Appendix to Register Book.) Port Rotterdam Voyage

Steam Pressure in Main Boilers 150 lb. Managers F. W. Hutterbeger Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100 lb. Surveyed Afloat or in Dry Dock Berth No. 111

Last Report No. 24528 Port Rot

Particulars of Examination and Repairs (if any) DBS

Medical Surveys, when held, must be reported in detail and notation in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on the machinery of the vessel must be stated in detail, and the cause of which must be stated, should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarized at the end of the report. State also the date and initials of any letters respecting this case. See let. 25<sup>th</sup> September 1936 addressed to the Registrar of Shipping, London.

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

Damage report made by anyone else? If so, by whom? No

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey " " " " Yes

was not done, state for what reasons? Main boiler not due for survey.

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?

Latest date of internal examination of each boiler Donkey Boiler 10-10-36 Present condition of funnel(s)

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100 lb./sq. in.

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 Boiler? Yes

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

Screw shaft now been drawn and examined? No 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

Shaft now been changed? No If so, state reasons

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

Date of examination of Screw Shaft  State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Afloat

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

Is electric light and/or power fitted? Yes

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete

How done:

The donkey boiler ex. no. "P. C. Hooft", as per Dec. letter dated 25<sup>th</sup> September, 1936 and addressed to the Amsterdam Surveyor, has now been fitted in this vessel. The mountings are in accordance with Rule requirements, including double spring loaded safety valves of 40 mm diam. each and a boiler stop valve of non-return type of 40 mm diam. Collision and rolling chocks fitted. Boiler examined throughout. After completion of the recommended alterations as per plan (see the above mentioned letter) the boiler was tested to 150 lb./sq. in. hydraulic pressure. The boiler has afterwards been examined under steam, its safety valves adjusted to 100 lb./sq. in. pressure and the accumulation test has been made with satisfactory results. The following identification marks have been stamped on the boiler shell:

LLOYD TEST
T.R. 150 lb. F.L.R.
W.R. 100 lb.
16-10-36

## General Observations, Opinion, and Recommendation:—

(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.)

The machinery of this vessel, so far as seen, is in good condition and is eligible, in our opinion, to remain as classed with fresh record of DBS 10, 36 and notation (in column 13 of the R.B.) of DB fitted 10, 36. The name of this vessel to be deleted from the S.B. list.

Survey Fee (per Section 29) £1050.- Fees applied for 22-10-1936

Special Damage or Repair Fee (if any) £ : : Received by me,

Travelling expenses (if chargeable) £ : :

Committee's Minute TUE. 17 NOV 1936

Assigned DBS 10.36

Without Spl. Cond

note not

CERTIFICATE WRITTEN

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation