

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

(Received at London Office 7 SEP 1933)

Report No. 9-33 When handed in at Local Office 19 Port of Rotterdam

Survey held at Rotterdam Date, First Survey 30 Aug Last Survey 5 Sept 1933 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S/S. MOERDIJK

Vessel built at Wassenaar By whom J.P. Sucklenof A.J. When 1914

Engines made at 1 By whom 1 When 1914

Boilers, when made (Main) 1914 + NB. 329 (Donkey)

Owners Nederl. Amerikaansche Stoom. Owners' Address Rotterdam

Managers Holland. Amerika. V.M. Port Rotterdam Voyage Italy

If Surveyed Afloat or in Dry Dock (State name of Dock.) Tulle Maas

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

Port No. Port

Years of Examination and Repairs (if any) BS. Gen Exam.

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 detailed in the body of the report, should be briefly summarised at the end of the report. State also the date 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. H. 29. 8. 33

Has anyone else? If so, by whom?

Did you personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Did you personally go inside each Donkey Boiler separately and make a thorough examination at this time? Yes

Where the Boilers could not be thus thoroughly examined? All parts examined

What means, in the absence of internal examination, were adopted by the Surveyor to ensure himself of the thorough efficiency of those parts of each Boiler? None

Was there any internal examination of each boiler? 30-8-33

Did you examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? to 206 lb

Did you examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? "

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

Did you examine the drain plugs of the Main Boilers? none and of the Donkey Boiler? "

Did you examine all the mountings of the Main Boilers? General and of the Donkey Boiler? "

Has the Main Shaft been drawn and examined? No Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has the Donkey Shaft been drawn and examined? No Is it fitted with continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has the Main Shaft been changed? No If so, state reasons? No

Has the Donkey Shaft been changed? No If so, state reasons? No

Has the Main Shaft been fitted been previously used? No Has it a continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has the Donkey Shaft been fitted been previously used? No Has it a continuous liner? No Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Not seen

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

Remarks: see H letter 28.7.33

Examined all four main boilers internally and externally and found some in order

Others examined under steam and found good

Machinery generally examined, all pumps and machinery examined under steam and found in order



RETAIN

Observations, Opinion, and Recommendation: - The machinery being in good order, I am of opinion that the vessel is in a condition to proceed on a voyage to Italy

Fees applied for 6.9.1933 Received by me, 19

Repair Fee (if any) £ 45.00

Engineer Surveyor to Lloyd's Register of Shipping. J. J. Tolson

FRI 15 SEP 1933 JUNE 14 NOV 1933

Deferred

Lloyd's Register Foundation W547-0166

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

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

Articles generally examined
for voyage to Italy for description.
Submitted action be
deferred;

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.

~~95A~~
11/9/33

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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