

G. 11.30.

1E

Received by Chief Engineer Surveyor

Received from Chief Engineer Surveyor

VESSEL'S NAME

Nederland

Rpt.

Rott.

No.

25678

Bun.

1888

The remarks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

Type of Engine

Oil Engines

2 S.C.S.A.

7 Cy. 26 $\frac{3}{4}$ " — 47 $\frac{1}{4}$ "

NHO 872

If Boilers fitted with forced draught

No main boilers

Tail Shaft. If fitted with a continuous liner

Yes

If fitted with an outside gland of

No

approved type

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed + LNC 5737

DB 200 lb.

DB 100 lb.

See Dr 37
21.6 //

It is concluded that steam from the higher pressure boiler cannot enter the lower pressure boiler, that the safety valves on the higher pressure boiler are of the improved high lift type and that revised washers are fitted on the end plates in way of the longitudinal stays; but these points should be confirmed.

The Surveyor should also be requested to forward the certificates for dynamometer tests.

002762-002769-0095

Lloyd's Register
Foundation

Pitch of stays at wide water space

386 x 185 mm

Are stays fitted with nuts or riveted over

Working Pressure

15.4 lb/sq in

Main stays: Material

S.M. Steel

Tensile strength

44