Rpt. 9. No. 11520 6

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

(Received at London Office 18 JAN 1929)

Date of writing Report 16 Jan 1929 When handed in at Local Office ..... 19.. Port of AMSTERDAM

No. in Reg. Book. 81379 Survey held at AMSTERDAM Date, First Survey 13 July 28 Last Survey 15 Jan 1929 (No. of Visits 23)

on the Machinery of the ~~Wood, Iron or~~ Steel Sc.M.V. "POELAU LAUT"

Tonnage { Gross 9272 / Net 5660

Nominal Horse Power 1450

No. of Main Boilers -

No. of Donkey Boilers 2

Steam Pressure— in Main Boilers -

in Donkey Boilers -

Vessel built at Amsterdam By whom Nederl. Scheepsbouw My. When 1928

Engines made at Winterthur By whom Sulzer Bros. When 1928

Boilers, when made (Main) ~~Rotterdam~~ (Donkey) 1928

Owners Stoomv. My. "NEDERLAND" Owners' Address - (if not already recorded in Appendix to Register Book).

Managers - Port Amsterdam Voyage -

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

Last Report No. ..... Port .....

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 Assigned until expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100 A1	✠	LMC
100A1		
Last contemplated		

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

Particulars of Examination and Repairs (if any) Fitting engines

(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? –

Do. " Donkey " " " –

If this was not done, state for what reasons? –

And what parts of the Boilers could not be thus thoroughly examined? –

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? –

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? S Yes To what pressure were they afterwards adjusted under steam? 45 lbs & 71 lbs

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

Did 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? – , and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? – Is it fitted with continuous liner? – Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? –

Has shaft now been changed? – 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 the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft? –

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done? – Kindly attache to Winterthur rep. No. 85.

This Vessel's Machinery & donkey boilers have been placed aboard in a good & efficient manner. Workmanship throughout good.
Pumping arrangements as per approved plan and in good working order.
Adjusted safety valves of waste heat (exhaust gasses Diesel Motor) donkey boiler as per Rotterdam report No. 17860 on owners request to 45 lbs thickness adjusting rings Fore 23.6 m.m. & aft 29.4 m.m. and of Donkey boiler (Exhaust) made by Kon. Nd. de Schelde at Flushing No. of Rotterdam Certificate No. 097. to 71 lbs thickness of adjusting rings Fore 23 & aft 23½ m.m.
Both donkey boilers have been placed in engroom casing in way of bridge deck properly secured. Tried engines on the North sea under full working condition found working satisfactory

General Observations, Opinion, and Recommendation :— This Vessel's Machinery

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

is in a good & efficient condition and she is eligible in my opinion, for the approval of the Committee, to be classed in the Society's register book LMC with date

Is a Certificate required? If so, to be sent to .....

Survey Fee (per Section 28) £ 300

Special Damage or Repair Fee (if any) £ ..... (per Section 28.)

Travelling Expenses (if chargeable) £ 34,50

Fees applied for ..... 19.. NP

Received by me, 30.1.1929 EEB

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 29 JAN 1929

Assigned + L.M.C. 1.29. Oil Engines

Cr. 2 D.B. 72 lbs

CERTIFICATE WRITTEN

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