

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

(Received at London Office)

11 NOV 1933

of writing Report *16 November 1933* When handed in at Local Office

19

Port of *AMSTERDAM*Survey held at *AMSTERDAM*Date, First Survey *10 February* Last Survey *10 October 1933*(No. of Visits *4*)on the Machinery of the ~~Wood, Iron or Steel~~ Screw M.V. *"MANOERAN"*Gross *9371*  
Net *5837*Vessel built at *Alloa*By whom *Forth S.B. & E. Co. (1921) Ltd.* When *1922*Engines made at *Amsterdam*By whom *Werkspoor N.V.* When *1933*

Boilers, when made (Main)

(Donkey) *1933*Main Boilers *2* Owners *N.V. Stoomv. My. "Nederland"*Owners' Address  
(if not already recorded in Appendix to Register Book.)Port *Amsterdam* Voyage *-*

Donkey Boilers

Main Boilers *190th*Donkey Boilers *213th*Managers *-*If Surveyed Afloat or in Dry Dock *Drydock*  
(State name of Dock.) *Ned. Dock*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.Machinery and Boiler  
Surveys  
(including date of N.B., if any)*10,29*  
*ssAms. No. 1-27**LMC*  
*+NB 1,28*  
*MS 2,27*  
*TS12,28 CL.*st Report No. *Port*Particulars of Examination and Repairs (if any) *Condition B.S.*

Theoretical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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

a damage report made by anyone else? If so, by whom?

The Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*

Do. " Donkey " " " " "

Is was not done, state for what reasons? *-*What parts of the Boilers could not be thus thoroughly examined? *All parts opened out.*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 *30/5*The Surveyor examine the Safety Valves of the Main Boiler? *Yes*To what pressure were they afterwards adjusted under steam? *190th*The Surveyor examine the Safety Valves of Donkey Boiler? *Yes*To what pressure were they afterwards adjusted under steam? *213th*The Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? *Yes*, and of the Donkey Boilers? *Yes*The Surveyor examine the drain plugs of the Main Boilers? *None*, and of the Donkey Boiler? *None*The Surveyor examine all the mountings of the Main Boilers? *Yes*, and of the Donkey Boiler? *Yes*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? *-*Shaft now been changed? *No* If so, state reasons *-*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? *-*Date of examination of Screw Shaft *18/5 33* State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft *Forward*The Survey is not complete, state what arrangements have been made for its completion and what remains to be done *Survey complete.**This vessel has been placed in dry dock, stern shaft drawn, examined, found in good condition and refitted.**Stern shaft good and renewed. Propellers renewed.**Sea compartment opened out, examined and made in order.**The engine have been removed from the vessel and new oil engine fitted. (Please see Safety Report).**Port forward, centre and 3rd after boilers removed from the vessel. And centre and 3rd forward boiler kept for delivery of steam to auxiliary etc.**Centre and 3rd forward main boiler (donkey) now examined internally and externally and found in good working condition. Mountings and fittings good.*

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, &amp;c.; thus, for example, B.S. 9,11, B.&amp;M.S. 9,11, or L.M.C. 9,11, etc.)

*The machinery and boilers of this vessel being now in good and efficient condition. I am of opinion that this is eligible to remain as classed, with full use of B.S. 10,33. Stern shaft examined 5.33.*Survey Fee (per Section 29) *£ 10.00*  
Special Damage or Repair Fee (if any) *£ 1.00*  
(per Section 29.)  
Travelling expenses (if chargeable) *£ 1.00*Fees applied for  
19  
Received by me,  
19Committee's Minute *FRI. 1 DEC 1933*Assigned *+ Lmb. 10.33 + N.E. 10.33*

CERTIFICATE WRITTEN.

*SBS 5.33 5.33*  
*20B-190th 2(W.T.) 20B 23-213th*  
*00567-005874-002*F. V. Beemster  
Engineer Surveyor to Lloyd's Register of Shipping.

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

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



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.

All the Auxiliary pumps in engines  
overhauled, examined and good

F. V. Bennett.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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