

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

(Received at London Office)

11 NOV 1933

of writing Report 6 November 1933 When handed in at Local Office 19 Port of AMSTERDAM

Survey held at AMSTERDAM Date, First Survey 10 February Last Survey 20 October 1933
(No. of Visits 4)

on the Machinery of the ~~Wood, Iron or Steel~~ Screw M.V. "MANOBRAN"

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.)

Donkey Boilers 2 Managers - Port Amsterdam Voyage -

Donkey Boilers 190 lb If Surveyed Afloat or in Dry Dock Drydock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
(State name of Dock.) Ned. Dok

st Report No. - Port -

Particulars of Examination and Repairs (if any) Completed 13.5

Special 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.

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?

he 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? 190 lb

the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 213 lb

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 18/2.33 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft Forward

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

This vessel has been placed in dry dock, stern shaft examined, found in good condition and refitted. Stern bush good and renewed. Propellers renewed. Sea connections 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 stem to Amsterdam. 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, &c.; thus, for example, B.S. 9,11, E.&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) £ charged Fees applied for 19
Special Damage or Repair Fee (if any) £ 1 entry Received by me, 19
Travelling expenses (if chargeable) £ Repair

Committee's Minute FRI. 1 DEC 1933

Assigned + Amb. 10.33 + N.E. 10.33

CERTIFICATE WRITTEN. 208-190 lb 2 (W.T.) 23-213 lb

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned or applied.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>TOO A</u>	<u>10,29</u>	<u>+NB 1,28</u>
<u>ssAms. No. 1-27</u>		<u>MS 2,27</u>
		<u>TS12,28 CL.</u>
UNDERTAKING CASE.		

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.



Engineer Surveyor to Lloyd's Register of Shipping.

008267-008874-002

All the Accurancy pumps in engineers
overhauled, examined and good

F. W. Bennett

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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