

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

(Received at London Office)

3 FEB 1923

Date of writing Report 1 Feb 19 22 When handed in at Local Office 19 Port of AMSTERDAM
 No. in Reg. Book. 28356 Survey held at AMSTERDAM Date, First Survey 7 Dec Last Survey 17 Jan 1922
 on the Machinery of the ~~XXXXXX~~ Steel Sc. "MANOERAN" (No. of Visits 0)
 Tonnage { Gross 9364 Vessel built at Alloa By whom Forth S.B. & E. Co. (19 21) When 1922 - 10
 Net 5837 Engines made at Nwc. By whom Armstrong, Whitworth & Co. When 1922
 Nominal Horse Power 857 Boilers, when made (Main) 1922 (Donkey) -
 No. of Main Boilers 5 WTB Owners Stoomv. My. "Nederland" Owners' Address -
 No. of Donkey Boilers - Managers - (if not already recorded in Appendix to Register Book).
 Steam Pressure in Main Boilers 180 lb Port Amsterdam Voyage -
 in Donkey Boilers - If Surveyed Afloat or in Dry Dock Dry Dock
 (State name of Dock.) Amsterdam Dry Dock

Last Report No. - Port -Particulars of Examination and Repairs (if any) New Boilers

(Periodical Surveys, when held, must be reported in detail and serially 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? New BoilersDo. " " 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? YesTo what pressure were they afterwards adjusted under steam? 190 lbsDid the Surveyor examine the Safety Valves of Donkey Boiler? -To what pressure were they afterwards adjusted under steam? -Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? -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? Yes, and of the Donkey Boiler? -Has screw shaft now been drawn and examined? YesIs it fitted with continuous liner? YesIs an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -Has shaft now been changed? No 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 betweenignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? unwound

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done?

Watertube boilers unshipped and five Multitubular boilers as per attached report fitted aboard. Same properly secured and good. Main steam pipes & (Nec) for the greater part renewed. Auxiliary steam pipes & fuel pipes ditto. All pipes duly tested as per rules found sound & tight.

Safety valves adjusted under steam to 190 lbs

Thickness of washers Port forward boiler. Port valve 10 mm M. Stb 13 1/2 mm M

" " " Centre " " " 15 1/2 mm M " 15 1/2 mm M

" " " Stb " " " 15 1/2 mm M " 17 1/2 mm M

" " " SB after boiler " " 13 mm M " 16 mm M

" " " Port " " " 15.5 mm M " 10 mm M

Tailshaft drawn & found good. Leavals & cocks & good. Propeller & fastenings 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, B.&M.S. 9, 11, or L.M.C. 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 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This vessel's new boilers have been placed aboard in a good & efficient manner and tailshaft in good working order. She is eligible in my opinion to remain as classed with notation of 5 new single-ended Multitubular boilers 1-20 and T. S. seen 1-20 in the Society's register book.

Survey Fee (per Section 28) £200- Fees applied for 19
 Special Damage or Repair Fee (if any) £10- Received by me, 19
 Travelling Expenses (if chargeable) -

Committee's Minute TUES. 14 FEB 1923Assigned + NB. 1:28

Note new B. h. S. 1:28

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

003867-005874-0267

Howden Water tube Boilers removed

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.

* New Scotch Boilers, built under

special survey fitted

new shaft examined

It is submitted that
this vessel is eligible for
THE RECORD. **7NB 128.**

5/28.

Delete Boiler particulars

Insert S.D. 15 Cf.

(S) G.S. 330
N.S. 18750.

Press 190th
N.H.P. 1108.

R.A.
10/2/28

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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