

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

THU. APR. -7. 1915

(Received at London Office)

Date of writing Report 24 March 1915 When handed in at Local Office 19 Port of Rotterdam.

No. in Reg. Book. Survey held at Rotterdam Date, First Survey 27.11.14 Last Survey 23.3.1915

on the Machinery of the Wood, Iron or Steel 3/4 LARENBERG Master Bakker

Tonnage { Gross 2265 Vessel built at Coppell, Tex. By whom A. Van der Linde When 1915  
 Net 2000 Engines made at South Shields By whom G. J. Grey When 1915

Registered Horse Power { 190 Boilers, when made (Main) 1915 (Donkey) 1915

No. of Main Boilers 1 Owners Stoom Oly Hollanden Port Amsterdam Voyage New York

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock (State name of Dock.)

Steam Pressure in Main Boilers 100 in Donkey Boilers 100

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 and Applied	Machinery and Boiler Surveys (including date of N.B., if any).

Last Report No. Port

Particulars of Examination and Repairs (if any) Fitting Machinery

(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?

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?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, 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?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? or two liners? or is it without liners?

Has shaft now been changed? If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae 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?

All machinery and boilers have been satisfactory fitted, tried under steam with full pressure ahead and stern and found working satisfactory.

Pumping arrangement fitted in accordance with the rules and approved plan. All spare gear supplied as per New Castle report 67151.

New Castle on Tyne reports CV<sup>o</sup> 67151 which are now completed and a copy of Middlesbrough report 8708 forwarded with letter 234114 have now been returned herewith.

## 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, 140 lb., F.D., &c.)

The engine and boilers being satisfactory fitted and tried under full steam pressure with satisfactory results, I am of opinion that this vessel is eligible to be recorded in the Society's Register book with

**\* LMC 3-15**

Survey Fee (per Section 28) 12.50 Fees applied for 19

Special Damage or Repair Fee (if any) 2

Travelling Expenses (if chargeable) 12.50

Received by me, 27/4/15

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute WED. APR. -7. 1915

Assigned + LMC 3-15



Lloyd's Register  
Foundation

W178-0083