

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

(Received at London Office)

28 OCT 1926

Date of writing Report 25 Oct 1926 When handed in at Local Office Port of Rotterdam

No. in Survey held at Rotterdam Date, First Survey 30 Sep: Last Survey 21 Oct 1926

1072 on the Machinery of the Wood, Iron or Steel NOORD HOLLAND

Tonnage { Gross 1006 Vessel built at Rotterdam By whom Ryker When 1911 4  
 Net 522 Engines made at Rotterdam By whom Maats. Tuinont When 1911

Nominal Horse Power 155 Boilers, when made (Main) 1911 (Donkey)

No. of Main Boilers 2 Owners De Hoopland & Heerhooft Maats. Owners' Address Port Rotterdam Voyage Leith

No. of Donkey Boilers 1 Managers W. J. van der Meer (If not already recorded in Appendix to Register Book.)

No. of Steam Pressure Main Boilers 1006 If Surveyed Afloat or in Dry Dock Roll Willem's Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Donkey Boilers 1

Previous Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) MS.

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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.

Where 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.

Has 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 " " " " "

What was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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? Yes To what pressure were they afterwards adjusted under steam? 180 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes 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? Yes , 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? 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? Yes Cadwall patent.

Has shaft now been changed? Yes If so, state reasons.

Has the shaft now fitted been previously used? Yes Has it a continuous liner? Yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? Yes

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft?

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Survey.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 1006 10-26</u>		<u>+ L.M.C. 4-26</u>
<u>S.S. 10-26</u>		<u>B.S. 1-26</u>
		<u>T.S. 1-26</u>
		<u>09</u>

SEE LIMITATION LIST

Vessel placed in drydock. Propeller, stern bush and fastenings examined and found in order. Seaconnections and their fastenings examined and found in order. Examined the cylinders, pistons, slide valves, steam chests, crank, thrust and funnels, all found same in order. Examined the pumps and the condenser found same in order. Examined the valves, cocks, etc of the pumping arrangement found same in order. Mainboilers being replaced by new ones.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now in a good and efficient condition. I am of opinion that this vessel is eligible to remain as classed with fresh record of + L.M.C. 10-26 notation of new mainboilers 10-26, without special instruction.

Survey Fee (per Section 28) £75.00 Fees applied for 20/10/1926

Special Damage or Repair Fee (if any) £

Calling Expenses (if chargeable) £15.00 Received by me, 3. 11. 1926

Committee's Minute FRI, 5 NOV 1926

Signed + double 10.26  
+ N.B. 10.26  
without spl. cond.

**Lloyd's Register of Shipping**  
 Engineer Surveyor to Lloyd's Register of Shipping.  
**Lloyd's Register Foundation**  
 W428-0075

Insert Character of Ship and Machinery precisely as in the Register Book. Is a Certificate required? If so, to be sent to Rotterdam Office.

New boiler fitted. Engines examined.

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.

It is submitted that this vessel is eligible for THE RECORD.

+MCE 10.26.

+NB 10.26.

(S) GP 80 NP 2892.

164 NHP.

It is submitted that this vessel is eligible to remain as OBSOLETE without special condition

J.M.  
29/10/06.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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