

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

(Received at London Office

-2 MAY 1932

Date of writing Report 11th April 1932 When handed in at Local Office

Port of PORT NATAL

No. in Reg. Book. 29610 Survey held at

Date, First Survey 28th March Last Survey 7th April 1932

27 on the Machinery of the Steel S.S.R. NIEUW AMSTERDAM

(No. of Visits 9)

Gross Tonnage 17149
Net 10497

Vessel built at Belfast

By whom Harland & Wolff

When 1906-2

Nominal Horse Power 1767

Engines made at -DD-

By whom -DD-

When 1906

No. of Main Boilers 7

Boilers, when made (Main) 1906

(Donkey)

No. of Donkey Boilers 1

Owners Holland American Lym

Owners' Address

(if not already recorded in Appendix to Register Book.)
Port Osaka

Voyage Japan

Steam Pressure in Main Boilers 215 lb

Managers

If Surveyed Afloat or in Dry Dock yes.

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. 20930 Port Rot.

Particulars of Examination and Repairs (if any) Boiler Repairs

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now or when expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<u>+100. A.1.</u>		<u>+L.M.C.</u>
<u>S.S. Rot. N° 3-2.23.</u>		<u>M.S. 3.27.</u>
<u>S.S. Rot. N° 1-28.</u>		<u>B.S. 2.31.</u>
		<u>T.S. 2.31. C.L.</u>

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 Boilers?

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? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? 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 between lignum vitae or bearing metal 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 Complete.

This Vessel put into Port Natal owing to the tubes of the after boilers and the main Condensers being reported to be leaking.

On examination it was found that the tubes of Nos 1, 2 and 3 main boilers were leaking badly, and choked with salt at the combustion chamber ends.

It was recommended that the salt be cleared away, and the tubes cleared and expanded.

Nos 1, 2 and 3 boilers were subsequently tested by water pressure to 120 lb sq. in, when the following repairs were found necessary:-

N° 1 Boiler:- 1 plain tube stopped
1 stay nut removed.

P.T.O.

General Observations, Opinion, and Recommendation:- The machinery of this Vessel
(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, & M.S. 9, 11, or L.M.C. 9, 11, 140 lb F.D., &c.)

is eligible in my opinion to remain as classed, without fresh record of survey for the continuation of the present voyage to Japan, subject to N° 5 Boiler not being used.

Survey Fee (per Section 28) £ : :
Special Damage or Repair Fee (if any) (per Section 28.) £ 18:18:0
Travelling expenses (if chargeable) £ 2:1:0
CABLE EXPENSES £ 7:3:9

Fees applied for 7/4/1932
Received by me, 11/4/1932

Committee's Minute TUE. 10 MAY 1932

Assigned

Deferred for comp. No 2

FRI. 29 JUL 1932

A. H. Boyle
Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

N^o 2 Boiler:- 1 plain tube renewed
1 plain tube stopped.
4 stay nuts renewed.

N^o 3 Boiler:- 1 stay nut renewed.

N^o 6 and 7 Boilers of the fore section were also tested by water pressure to 120 lb^{sq}, and it was found necessary to stop one stay tube of N^o 7 boiler.

The main Condenser doors were removed and the Condensers tested, when 55 tubes of the fore Condenser and 46 tubes of the starboard Condenser were found to be leaking badly.

The defective tubes were plugged and the Condensers then found to be tight.

On completion of the above repairs N^o 1. 2. 3. 4. 6 and 7 boilers were examined under steam and found satisfactory.

J. H. Doyle

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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