

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

(Received at London Office)

-1 DEC 1930

Date of writing Report 26 Nov 1930 When handed in at Local Office 19 Port of AMSTERDAM

No. in Reg. Book. 85743 Survey held at AMSTERDAM Date, First Survey 24 May Last Survey 24 Nov 1930 (No. of Visits 10)

on the Machinery of the WOOD, TRAVELER Steel Sc.M.V. "TABIAN"

Tonnage { Gross 8151 Vessel built at Amsterdam By whom Nederl. Schps. Maats. When 1930
 Net 4895 Engines made at " By whom Werkspoor When 1930

Nominal Horse Power { Boilers, when made (Main) - (Donkey) 1930

No. of Main Boilers - Owners Stoomv. My. "Nederland" Owners' Address - (if not already recorded in Appendix to Register Book.)
 No. of Donkey Boilers 1 Managers - Port Amsterdam Voyage -

Steam Pressure in Main Boilers - If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

in Donkey Boilers -

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

CHARACTER.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any)
<input checked="" type="checkbox"/> <u>IOOAI</u>		<input checked="" type="checkbox"/> <u>L.M.C.</u>
Class Contemplated.		

Last Report No. Port
Particulars of Examination and Repairs (if any) Turning engine

(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.)

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

The Machinery as per attached report (particulars filled in red) has been placed aboard in a good & efficient manner. Tried Machinery whilst on trial trip under full working condition found working satisfactory in every respect.

General Observations, Opinion, and Recommendation: *This vessel's Machinery is in a good & efficient condition & she is eligible in my opinion for the Committee's approval to have notation of L.M.C. 11-30 in the Society's Register Book.*

Survey Fee (per Section 28) £ 3.27 Fees applied for 10

Special Damage or Repair Fee (if any) £ - Received by me, 10.12.1930

Travelling expenses (if chargeable) £ 35.-

Committee's Minute TUE. 9 DEC 1930

Assigned L.M.C. 11.30 D.B. 71th

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er Capacity.
Tons.
104
53
062
28/11
-4-8-14
4-9-
103.

Insert Character of Ship and Machinery precisely as in the Register Book.

Surveyor Amsterdam

Is a Certificate required? If so, to be sent to