

9396

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

5 DEC 92

No. 2396	Date of Writing Report	1 st December 1892	Port of	Antwerp
Reg. Book.	Survey held at			Received at London Office
90	on the Machinery of the	Coal S.S. Nederland	Date, first Survey	28 th April 1892
Tonnage	Gross	Net	Last Survey	25 th November 1892
200	859	819	Master	Buseboom
Registered Horse Power	Engines made at	When	No. of Visits	1
No. of Main Boilers	Owners	When	Year	1873
Steam Pressure in Main Boilers	It Surveyed Afloat in Dry Dock N° 11, Afloat Kattendijk	(State name of Dock or Cellar Docks)	Class of Vessel & Machinery	+ 100 A.I.
in Donkey Boiler			As in Register Book, including date of Special Survey of Ship and of last Boiler Survey.	Bx M8 5,91
			1. S. Aut N° 1-88	
			6. 5. 1893. 10. 84	
Last Survey No.	1053	Port	Antwerp	

Particulars of Examination and Repairs (if any) for annual Survey

(State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)

Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Repairs on account of Damage should be separated from

Insert character of ship and machinery

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

yes

Do. Donkey "

"

If this was not done, state for what reasons?

none

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?

yes

At what pressure were they afterwards adjusted under steam?

to ease at 80 lbs. to blow off at 84 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

yes

To what pressure were they afterwards adjusted?

to 60 lbs. 15'

This vessel was laid up during several months and in the meantime the required overhauling attended to; while in dry Dock found the Propeller loose, clearance in stern bush $\frac{3}{16}$ " (the Propeller shaft was drawn in and examined 23rd Feb 1891).

The sea connections, cylinders, slide valves, pumps were opened up and examined; the Boilers and their safety valves, prepared for survey, were inspected all inside and out.

Work done; the Propeller was taken off & refitted, the stern gland repacked; injection valve and rose readjusted.

otherwise, the remainder of the Machinery was found to be in good condition.

General Observations, Opinion, and Recommendation:

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey; thus, for example, B.S. 1,91, B.E.M.S. 1,91, or G.L. M.C. 1,91, as the case may be.)

In my opinion, this vessel is eligible to remain as classed and to have the notification **B.S. 6,92** recorded in the Register Book.

Rate of Registration Fee (per Sec. 27)	£ 0. 10. 0	Fee applied for
Survey Fee (for Section 28)	£ 0. 14. 0	10
Special Damage Fee (per Section 28)	0	
Traveling Expenses (if chargeable)	0	

Received by me,
1st Dec 1892

F. Deniboor

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

*State if Certificate is required

Yes

Committee's Minute TUES. 13. DEC 1892

Assigned

B.S. 6,92

W. W. Walker a/b 1892

LR-FAF-SA7-56

LR-FAF-SA7-59

C.P.D.

LR-FAF-SA7-58

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Lloyd's Register
Foundation

2

8-8-92 (no date)

Its often happens to be
entombed in the soft rock
at 45 ft below
the surface of the
water. It is
then
at 41 A
9-12-92