

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

(Revised at London Office)

MAR 20 1893

Date of writing Report 16th March 1893 When handed in at Local Office Antwerp Port of Antwerp
 No. in Reg. Book 90 Survey held at Antwerp Date, First Survey January Last Survey March 15th 1893
on the Machinery of the Wood, Iron or Steel Sw. Stu. Nederland Master Doxrud
 Tonnage Gross 2839 Vessel built at Newcastle By whom Palmer & Co When 1893 G
 Net 1819 Engines made at ? When 1873 Boilers, when made (Main) (Donkey)
 Registered Horse Power 290 Owners Soc. anon. Belg. American Port Antwerp Voyage New York
 No. of Main Boilers two 1st Surveyed Afloat or in Dry Dock 1/2 of this City
 Steam Pressure in Main Boilers 75 lbs (State name of Dock) Afloat Leysa Dock & Quay of River
 in Donkey Boiler 60 lbs

Last Survey No. PortParticulars of Examination and Repairs (if any) S. S N^o 2

(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 date and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yesDo. " Donkey " " " yesIf this was not done, state for what reasons? noneAnd what parts of the Boilers could not be thus thoroughly examined? noneAlso 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? yesDid the Surveyor examine the Safety Valves of the Main Boiler? yesAt what pressure were they afterwards adjusted under steam? blew off at 75 lbs Crasing to blow at 72 lbsDid the Surveyor examine the Safety Valves of Donkey Boiler? yesTo what pressure were they afterwards adjusted? blew off at 59 lbs Crasing to blow at 58 lbs

If the Survey is not complete state what arrangements have been made for its completion?

Vessel in dry Dock, the Propeller was taken off, the shaft drawn in examined and found in good Condition, clearance of stern bush $\frac{3}{16}$ "; old solid Propeller and connections refitted; all sea valves opened up & ex^d; main injection faced up, tank filling valve faced up, others ground in; stern gland repacked. - Cylinders, valves, Guides, Cross heads, crank pins, main Bearings, valve motion Gear, Thrust & line shafting, Condenser, air, Circulating, Feed and Bilge pumps opened up ex^d & adjusted, all in good Condition no flaws existing. The Condenser was tested and found tight.

Main Boilers opened out ex^d all inside and out and found in good Condition; all stays that were corroding and part of shell plate have been protected and stand well. Several leaky landings have been recaulted and Boilers thoroughly cleaned. Donkey Boiler (single ended multitubular) opened out and examined internally and externally and found generally in good Condition; this Boiler has been thoroughly scaled and cleaned; there was previously corrosion going on, on bottom shell plate inside but this is now well protected.

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, R.S. 9.99, R.A.N.S. 9.99 or R.L.N.C. 9.99, as the case may be.)

The Engines and Boilers of this vessel are in good and safe working order, in my opinion eligible to be continued as classed and to be recorded thus: B & M S 3, 93

Office or Registration Fee (per Sec. 27) £ 4. 4. 0 Fees applied for in
 Survey Fee (per Section 28) £ 4. 4. 0
 Special Damage Fee (per Section 28) £ - - -
 Travelling Expenses (if chargeable) £ - - -

*State if Certificate is required yes

Committee's Minute

Assigned

TUES. 21 MAR 1893

B & M S 3, 93

Received by me,
16th / 3 / 1893
 WRITTEN

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

It is submitted that
this vessel is eligible for
THE RECORD B + MS 3.93

On account of means of
their general manner
repaired have been
done to the machine
& boiler of this
vessel

20/3/93-

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much dampened as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

