

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

(Excluded at London Office)

Date of writing Report 5<sup>th</sup> May 1898 When handed in at Local Office 18 Port of Antwerp  
 No. in Reg. Bk. 92 Survey held at Antwerp Date, First Survey 30<sup>th</sup> April Last Survey 4<sup>th</sup> May 1898  
on the Machinery of the Wood, Iron or Steel Sw. Ste. Nederland (No. of Visits) Two  
 Tonnage Gross 2879 Net 2155 Vessel built at Newcastle By whom Palmer's Co When 1873 6  
 Registered Horse Power 552 NHP Engines made at 2<sup>d</sup> When 1873 Boilers, when made (Main) 1873 (Donkey) 1873  
 No. of Main Boilers Two Owners Soc. anon. Belge-Americaine Port Antwerp Voyage Philadelphia  
 No. of Donkey Boilers one If Surveyed Afloat in Dry Dock River Quay-side (State name of Dock.)  
 Steam Pressure in Main Boilers 75 lbs in Donkey Boilers 60 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 3638 Port Ant  
 Particulars of Examination and Repairs (if any) replacing intermediate shaft

(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 summarized at the end of the report. Omit also the dates 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? No

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? No

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time? No

If spare propeller shaft fitted, state whether new?

State the distance between ligament vane of stern bush and top of after bearing of screw shaft?

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

Please see my previous report N<sup>o</sup> 3538  
 This survey was held at the Owner's request.  
 On examination found no alteration in the flawed first length of intermediate shafting. Same was removed and a new intermediate shaft marked Lloyds 6343 F.C. was fitted.

## General Observations, Opinion, and Recommendation:—

(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, R.S. 9, 91, R.A.M.S. 9, 91 or Q.L.M.C. 9, 91, 140 lb., P.D., &c.)

In my opinion this vessel's Machinery is now in good and efficient Condition and worthy to be continued as classed.

Office or Registration Fee (per Sec. 97) £ 0 . 10 . 0 Fee applied for  
 Survey Fee (per Section 25) £ 1 . 1 . 0 18  
 Special Damage Fee (per Section 26) £ - - -  
 Travelling Expenses (if charged) £ - - - Received by me, 5/5/1898

\*State if Certificate is required

Committee's Minute

Assigned

Not TUES. 10 MAY 1898

Deferred for completion  
of N. 3

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

TUES. 9 AUG 1898

FRI. 4 NOV 1898

TUES. 28 JUN 1898

FRI. 3 FEB 1899

FRI. 30 SEP 1898



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Lloyd's Register Foundation



N 3 due 10 96 74 51 11. To be completed  
41 June as already approved.  
The first length of intermediate  
shifting removed.

It is submitted that  
this vessel is eligible to have  
remain as CLASSIFIED. & to have  
the name removed from the  
limit list.

*[Signature]*  
9/5/68

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

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

