

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

(Received at London Office)

TUES. 31 JAN 1899

Date of writing Report 30.1.89 When handed in at Local Office 15.44 Port of Antwerp
 No. in Reg. Book Survey held at Antwerp Date, First Survey Jan 19 Last Survey Jan 26 1899
 103 on the Machinery of the Wood, Iron ~~on~~ ^{at} 33 "Nederland" Master Appeld
 Tonnage Gross 2876 Net 2155 Vessel built at Newcastle By whom Palmer & Co When 1873-6
 Registered Horse Power 352 Engines made at Newcastle When 1873 Boilers, when made (Main) 1873 (Donkey)
 No. of Main Boilers 2 Owners Soc. Com. Beldge American Port Antwerp Voyage Philadelphia
 No. of Donkey Boilers 1 Surveyed Afloat or in Dry Dock City Dry Dock No. 1 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 45 lb
 in Donkey Boilers 60 lb

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition Part B 9

(Periodical Surveys, when held, must be reported in detail and variation 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. 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?

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?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae 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?

Boiler Survey to be completed on return next month.

Propeller & connections of sea connections found in good order.

Main Boiler safety valves examined & afterwards adjusted under steam to 45 lbs.

General Observations, Opinion, and Recommendation: This vessel's machinery

(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, H.S. 9, 97, H.A.H.S. 9, 97 or Q.L.H.S. 9, 97, 140 lb, F.D., &c.)

Where seen, is now in good safe working condition & eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27)

Survey Fee per Section 28

Special Damage Fee (per Section 28)

Travelling Expenses (if chargeable)

State if Certificate is required

Committee's Minute

Assigned

FRI. 3 FEB 1899

TUES. 2 MAY 1899

TUES. 6 JUN 1899

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

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Lloyd's Register
Foundation

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P.S. due 2.99. to be completed on. Return
next month.

Main Boiler Safety water column
and adjusted under steam.
Propeller & fastenings examined

It is submitted that this
manuscript is submitted that for
this vessel is eligible to
remain as CLASSED.

P.S. to Lord Leighton
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31.1.99.

to be the same as
in the case of the

IF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.