

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

(Received at London Office)

SAT. 26 AUG 1899

Date of writing Report Aug. 25th 99 When handed in at Local Office Aug. 25th 99 Port of Antwerp
 No. in Reg. Book. Survey held at Antwerp Date, First Survey Aug. 21st 99 and Last Survey Aug. 21st 99
 112 on the Machinery of the Wood, Iron or Steel S.S. "Nederland" Master G. Appeld
 Tonnage Gross 2876 Net 2153 Vessel built at Newcastle By whom Palmer & Co. When 1873
 Registered Horse Power 352 Engines made at do. When 1873 Boilers, when made (Main) 1873 (Donkey) 1873
 No. of Main Boilers 2 Owners do. Am. Belg. American Port Antwerp Voyage Philadelphia
 No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock City Dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 75 in Donkey Boilers 60

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and verification 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 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 its completion and what remains to be done?

The stern bush, sea-cock and propeller fastenings examined and found in good order.

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, 97, R.S. & N.S. 9, 97 or Q.L.N.C. 9, 97, 140 lb., F.D., &c.)

The machinery, so far as seen, is in good condition eligible in my opinion to remain as classed in the Register Book.

Office or Registration Fee (per Sec. 27)

Fees applied for

Survey Fee (per Section 28)

18

Special Damage Fee (per Section 28)

Received by me,

Travelling Expenses (if chargeable)

18

State if Certificate is required

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

Committee's Minute

TUES. 29 AUG 1899

Assigned

As above

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is set as much slanted as to spread the ink, or cause it to show through to the other side.

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

*W.D.
26/7/99.*

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



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Foundation