

Rpt. 9.

No. 4363.

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

(Received at London Office)

FRI. JAN 1 - 1900

Date of writing Report 10/1 1900 When handed in at Local Office 10/1 1900 Port of Antwerp
 No. in Reg. Book Survey held at Antwerp Date, First Survey and Last Survey Jan 3 1900
 112 on the Machinery of the Wood, Iron or Steel 33 Nederland Master W. J. J. J. J.
 Tonnage Gross 2846 Net 2153 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. Conon/Belge Americaine Port Antwerp Voyage Philadelphia
 No. of Donkey Boilers 1
 Steam Pressure in Main Boilers 45 lb
 in Donkey Boilers 60 lb
 Surveyed at Antwerp or in Dry Dock City dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port.

Particulars of Examination and Repairs (if any) Condition

(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? No

Do. " Donkey " " " " No

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?

No 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?

3/16" bare

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? complete

Propeller & Belkinings of sea connections examined
 Found in good order.

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, M.S. 9.97 or G.L.M.C. 9.97, 160 lb., S.D., &c.)

is now, where seen, in good condition reliable
 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

Fees applied for

18

Received by me,

18

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

TUES. 16 JAN 1900



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

WMS

12-1-00

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



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