

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

(Received at London Office)

SEP 9 1902

Date of writing Report *Sept 6th 1902* When handed in at Local Office *Sept 6th 1902* Port of *Antwerp*
 No. in Reg. Book. *132* Survey held at *Antwerp* Date, First Survey *29-8* Last Survey *3-9 1902*
on the Machinery of the Wood, Iron or Steel *S/S. "Nederland"* Master *Regulien*
 Tonnage Gross *2610* Net *1900* Vessel built at *Hevea-Gle* By whom *Palmer's Co.* When *1873* Boilers, when made (Main) *1873* (Donkey) *1873*
 Registered Horse Power *352* Engines made at *do.* Owners *Antw. has. Belg. Americanport* Antwerp Voyage *Philadelphia*
 No. of Main Boilers *2* No. of Donkey Boilers *1* If Surberged Afloat or in Dry Dock *Afloat at Antwerp* Particulars of Classification (which must be inserted previously as in Register Book & Supplements).
 Steam Pressure in Main Boilers *75* in Donkey Boilers *45*

Last Survey No. *5339* Port *Ant*Particulars of Examination and Repairs (if any) *P.S. Comp.*

(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 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?

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 highest rim 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?

Examined the donkey boiler and its safety valve. Found one shell top plate much wasted: the same not renewed and the boiler tested by hydraulic pressure to 90 lbs per sq in. The safety valve dead weighted to blow at 45 lbs per sq in.

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, M.S. 0.00, M.&N.S. 0.00 or Q.L.N.C. 0.00, 100 lb., &c., &c.)

The boilers are not in safe working condition eligible in my opinion to remain as classed and to have record of P.S. 7.02 as recommended in Antwerp Report No. 5339.

Other or Registration Fee (per Sec. 87).....

Survey Fee (per Section 88).....

Special Damage Fee (per Section 89).....

Travelling Expenses (if chargeable).....

State if Certificate is required

Fees applied for

5/9/1902

H.P.C.

Received by me,

5/9/1902

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

Committee's Minute

FRI. 12 SEP 1902

Assigned

P.S. 7.02

H.P.C.



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Lloyd's Register Foundation

Donkey boiler repaired.

*It is submitted that
this vessel is eligible for
THE RECORD. 1357-02*

*CMB.
9.9.02*

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



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