

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

No. 1321 Port of Antwerp (Received at London Office, MONDAY 23 MAY 1887)
 No. in Survey held at Antwerp Date, first Survey 8th May 86 Last Survey 18th May 1887
 Reg. Book. (No. of Volls twelve)

1 on the Machinery of the Iron Steamer Vederland Tons, Net 2001 Gross 2448
 If Surveyed Afloat or in Dry Dock 1st old Dock, Mexico Dock, Antwerp Vessel built at Newcastle in 1872 Engines made in 1872
 (State name of Dock.) and at Antwerp, the Veder Schiedt
 No. of Main Boilers 2 double ended Made in 1872 Donkey Boiler made in 1872 Working Pressure, Main Boilers 70 lbs.;
 Working Pressure, Donkey Boiler 60 lbs.; Owners S^{te} An^{de} Navig^{tion} Belge Americaine Port Antwerp
 Last Survey No. 116 Port Phl. Class of Vessel and Machinery + +LMC 9.81
BS 10.82

Particulars of Repairs and Examination Special Survey N^o 3

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? Yes

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined? None

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?

This vessel as a spare ship, has been laid up from May 1884 until the present date and in the month of May 1886 the owners requested her to undergo the Special Survey N^o 3 as prescribed in the Rules.

To this effect, the Engines and Boilers were opened out for examination, viz: both Cylinders, slide valves, air, circulating, feed and Bilge pumps, crank shaft journals and pins, thrust shaft, Condenser, Boilers, Steam domes, safety valves as also the seatings of Boilers examined. The crank shaft was turned round for thorough inspection of same and cylinders; the Engines were found generally in good condition and with regard to the Main Boilers, their actual state at the time the survey was held, was found as follows:

(the brick works all cleared away and test holes drilled), the furnaces and Combustion chambers found good; internal soft patches fitted on after end of shell plates to prevent extension of Corrosion one on Port and one on Starboard sides also on after front ends in steam space were removed and thickness of plates ascertained by holes drilled in the most corroded parts, found efficient.

Found in each Boiler five longitudinal top row stays also two T cross bars riveted to after end front plate of Boilers, much eaten away; both boiler shells being scraped externally and floor plates cleared away, the after end bottom front of both boilers were found wasted in way of stoke hole plates P.T.D.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The Engines and Boilers of this vessel are, in my opinion, now in good and safe working condition eligible to be continued as ^{previously} classed and to have the notification +LMC 5.87 recorded in the Register Book

Office or Registration Fee (per Sec. 27).....	£ 3 : 0 : 0	Fees applied for 188 received by me, 18 th May 1887
Survey Fee (per Section 28)	£ 12 : 12 : 0	
Special Damage, Fee (per Section 28)	£ - : - : -	
Certificate (if required) as per margin	£ - : 5 : -	
Travelling Expenses (if chargeable).....	£ - : - : -	

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

Committee's Minute

Assigned

TUESDAY 24 MAY 1887

LMC 65.87



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The top, bottom and shell plates of steam domes were ascertained by drilling holes and found about their original thickness, the seams and rivet heads good. on the 30th Aug. 1886, the vessel being shored in dry Dock, found the Propeller and Sea Connections good. (In July 1884 the Propeller shaft was drawn in examined and new brass stern bush fitted as stated in my Report N^o 861).

on the 29th April 87 and following days, examined again both Cylinders Main Boilers and Donkey Boiler.

Found the Cylinder faces good and the main Boilers overhauled where necessary; viz: the corroded longitudinal stays, the T cross iron bars on after end front plate of Boilers also the internal soft patches replaced by new; the wasted bottom front of both Boilers were covered with fitted patches and then being done, the Boilers were tested by cold water to 105 lb pressure and found good.

The donkey Boiler examined internally and externally and thickness of plates ascertained found good with the exception of the outside bottom shell much corroded on front and back ends. The repairing of this defect necessitated the Boiler to be shifted and turned round so that substantial patches could be fitted, what was done: then the Boiler was tested by hydraulic pressure up to 45 lb.

This day, 18th inst. the main Boilers under steam were found tight and the safety valves set to 70 lb pressure.

W. Stenilton

Submitted that this vessel is
eligible to Law - X L.N.O 5-87
MP
23. 5-87