(ex - Vaderland) 1689 ~~779~~

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

(Received at London Office,

No. 728 Date of Writing Report 29th April 1889 Port of Havre

No. in Reg. Book. Survey held at Havre Date, first Survey 19th April Last Survey 26th April 1889

on the Machinery of the sc st. Géographique Master Paussot 83-89 No. of Visits 5

Tonnage { Gross 2748 / Net 2001 — Vessel built at Newcastle owners Bossière frères et cie By whom Palmers Co. When 1872 8th (YEAR. MONTH.)

Registered Horse Power 290 — Engines made at Dto When 1872 Boilers, when made (Main) 1872 (Donkey) 1872

No. of Main Boilers 2 — Owners Bossière frères et Cie Port Havre Voyage Canada

Steam Pressure in Main Boilers 60 lbs — Surveyed Afloat ~~or~~ in Dry Dock yes (at Antwerp) Class of Vessel & Machinery 100 A1

(State name of Dock.) (As in Register Book.) 4 89

An Donkey Boiler 60 " — Last Survey No. 1659 Port Antwerp and LMC 5.87

Particulars of Examination and Repairs (if any)

S.2 No 3 - 5.87

(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

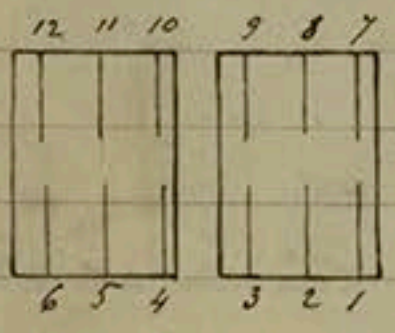
Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? yes

If this was not done, state for what reasons? —

And what parts of the Boilers could not be thus thoroughly examined? —

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? —

- Special survey of the Boilers, now more than 6 years old



= Main boilers = The boilers being conveniently disposed, examined the furnaces and combustion chambers and found as follows:

Furnace n°1: A small irregular patch on a side, and a small circular patch on a side of the combustion chamber; in order.

- " - n°2: A angular patch at the connexion of furnace, tube plate and side of the combusting chamber; in good condition. a small crack along a rivet, at the junction of the vertical flange of crown and the tube plate (no leakage); found 10 rivets fitted on flaws of the tube plate, at the intervals of tubes (quite tight). The lower part of side of combustion chamber a little bent, ends of stay bolts found and tight.

- " - n°3: At patch at the lower part of ash-pit (entrance); a angular patch at junction of crown and side of combusting (see the other side)

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 boilers are now in a good and satisfactory working condition and, in my opinion, merit the favourable consideration of the Committee to be marked BS 4.89 in the Register book, Subject to being again surveyed within 6 months from the present time, all thicknesses of plating having to be ascertained by drilling.

A. LeLaidier

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

Office or Registration Fee (per Sec. 27)	Alleged charged on visit at Antwerp	Fees applied for
Survey Fee (per Section 25)	£ 4 : 4 : 0	1889
Special Damage Fee (per Section 28)	£ : :	4. 11. 0
*Certificate (if required) as per margin	£ 0 : 5 : 0	received by me,
Travelling Expenses (if chargeable)	£ 0 : 2 : 0	26th April 1889

A L

Committee's Minute ✓ FRIDAY 3 MAY 1889 TUES 30 JULY 1889

Assigned BS 4/89 Subject to

chamber ; two small flaws along rivets at junction of the vertical flange and the tube. plate ; this last slightly bent

Furnace N°4 : A patch at the entrance of ash pit ; crown of the furnace in two lengths ; the junction was not quite tight, and from having been too often chiselled and caulked, had to be caulked outside. Tube plate, a little bent; at one side of the combustion chamber, a little flaw stopped with a rivet ; one side of the combustion chamber a little bent ; fitted a stay bolt with a nut.

Furnace N° 5 : A patch at entrance of ash pit ; two angular patches at end of crown ; 3 small patches at sides of combustion chamber and a flaw stopped with two rivets ; 5 flaws at intervals of tubes, one of which with a covering patch, and 4 ones stopped with rivets ; the lower part of one side of combust. chamber, a little bent.

" " N° 6 : A patch at entrance of ash-pit ; a small thin blister at crown a crack at a rivet of the flange, a patch at side of C.B chamb. 3 intervals of tubes showing rivets of stoppage.

" " N° 7 : good condition ; one small covering patch at tube plate

" " N° 8 : A small Deflexion at a side of crown ; cracks at the flange along 3 rivets ; 8 rivets at intervals of tubes.

" " N° 9 : Furnace in good condition ; tube plate a little bent ; two patches on flaws.

" " N° 10 : Furnace and combustion chamber, well.

" " N° 11 : Furnace, well ; angular patch ; tube plate a little bent ; a patch at a interval of tubes.

" " N° 12 : Furnace well ; a crack at flange ; 3 patches at intervals of tubes.

Found the inside of shells at bottom well protected with cement ; the lower stays unaltered, the furnaces clean.

Examined the outside of shells, and found several patches at the junction of bottom, front and back.

Examined the inside of the shells, found the plating, riveting stays and staybolts in order, all heating surfaces well cleaned.

Hammered all parts of the plating, including the superheater and found satisfactory.

All the Described cracks or flaws, excepting the one at crown of N° 4 furnace, were found tight.

Examined the safety-valves and worked all outfits

Added 3 2in iron stays at tube plate N° 2, and 4 at N° 4 tube plate

Verified the new counterweights fitted for the Deacon W.T. of 60 lbs

(see the continuation)

Continuation of the Report No. 728 dated 29th April 89 on the s. s.t

Géographique ex Vaderland.

Donkey boiler = Examined the furnace and found a patch at entrance of ash-pit and a elliptical blister 4 in long $\frac{1}{8}$ in thick at crown.

Added a second safety-valve.

Main and Donkey boilers were tested hydraulically under my control and "Commission De Surveillance Des Bateaux à Vapeur's at twice the working pressures, say at 120 lbs (required by the Commission), viz: the Donkey boiler on 20th April 89
the main boilers on 24th do
and no leakage, no deflexion was observed.
Verified again, under steam, the tightness, the correctness of the safety valves and the steam gauges.

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If is submitted that the vessel is eligible to have B.S 4. M.
recorded, subject to the
boiler being again
surveyed within
6 months
M.A.
1.5.89