

18674

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

(Entered at London Office, MON 14 APRIL 1890)

No. 1854 Date of Writing Report 9th April 1890 Port of Antwerp
No. in Survey held at Antwerp Date, first Survey 26th March Last Survey 9th April 1890
78 on the Machinery of the Iron Ste. Sh. Nederland Master Mills No. of Visits Six
Gross 2839 Vessel built at Newcastle By whom Palmer's Co When 1873 6
Net 1819 Engines made at 5th When 1873 Boilers, when made (Main) (Donkey)
Registered 290 Owners Sth Au^{re} Pelge American Port Antwerp Voyage Philadelphia
o. of Main Boilers two
eam Pressure in Main Boilers 75 lb
in Donkey Boiler 60 lb
If Surveyed Afloat or in Dry Dock N^o 5 of this City Class of Vessel & Machinery +100 A I
(State name of Dock.) and afloat Africa Dock (As in Register Book, including date of last Boiler survey.) B & M 8, 88
S.S. Act N^o 1 - 88
Last Survey No. Port

Particulars of Examination and Repairs (if any) for annual Survey due on Boilers.

(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 date 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
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? }
Vessel in dry Dock, found one Propeller blade broken about 18' from the root, the stern bearing and the outside fastenings of the Sea Connection good. The Boilers were opened out and examined all internally and externally and found to be in efficient condition; the safety valves taken apart found good.

The Engines and Boilers were thoroughly overhauled, viz: Cylinders, slide valves, crank shaft journals and pins, air, circulating feed and bilge pumps, Condenser, sea Connections and Boiler mountings were opened up, readjusted and made good. One new Propeller blade fitted, one patch removed and renewed to saddle plate of the Centre furnace Port Boiler after end; one ditto in Port furnace Starboard Boiler forward end.

The Boilers examined under steam found tight, the Main safety valves set to 75 lb, and the donkey Boiler one to 60 lb, pressure per sq"

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey; thus, for example, B & M 189, B & M.S. 189, or S.I.M.C. 189, as the case may be.)

The Machinery is, in my opinion, now in good and efficient working condition worthy to be continued as classed and to have a fresh record thus: B & M S 3, 90

Fee or Registration Fee (per Sec. 27).....	£ 0 : 10 : 0	Fees applied for
Survey Fee (per Section 28).....	£ 3 : 3 : 0	189
Special Damage Fee (per Section 28).....	£ - : - : -	
Certificate (if required) as per margin.....	£ - : 5 : 0	Required by me,
Travelling Expenses (if chargeable).....	£ - : - : -	9 th 4/ 1890

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

Committee's Minute TUES 15 APRIL 1890
Assigned B & M S 4/90

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much clamped as to spread the ink, or cause it to show through to the other side.

It is submitted that this vessel
is eligible to have
B.X.M.S. 4-90
recorded—
W.A.
14-4-50

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