

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

No. 3362

Date of writing Report 25th February 1897 When handed in at Local Office Antwerp is Port of Antwerp
 No. in Reg. Book 98 Survey held at Antwerp Date, First Survey 16th February 1897 Last Survey 24th February 1897
 on the Machinery of the Wood, Iron or Steel Steamer Nederland Master Appeld
 Gross 2379 Tonnage Net 2153 Vessel built at Newcastle By whom Palmer & Co (Lim) When 1873 6
 Registered Horse Power 352 HP Engines made at Do When 1873 Boilers, when made (Main) 1873 (Donkey) 1873
 No. of Main Boilers Two Owners Sec. anon. Vlyg. Americaine Port Antwerp Voyage Philadelphia
 No. of Donkey Boilers One If Surveyed Afloat or in Dry Dock N^o 1 Particulars of Classification (which must be inserted previously in Register Book & Supplements).
 Steam Pressure in Main Boilers 25 lbs in Donkey Boilers 60 lbs (State name of Dock.) Afloat Kattowijk Dock - Rhine Bay

Last Survey No. Port

Particulars of Examination and Repairs (if any) 2nd part of N^o 3

(Periodical Surveys, when held, must be reported in detail and serially 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? No

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

At what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time? Yes
 If the Survey is not complete state what arrangements have been made for its completion?

the LP piston & cylinder, the donkey boiler and its safety valves to be examined and all safety valves to be adjusted under steam on the Ship's return from her present voyage.

The vessel shored in dry dock, on examination found one propeller blade broken off about two feet from the tip and other blades much pitted; clearance of the stern bush $\frac{5}{16}$; the sea counce- lions were all opened up ground in and repacked, tail shaft drawn in, ex^d and found in efficient condition, examined HP slide valve, cylinder & piston, LP slide valve, crank, thrust intermediate shafts and bearings, air circulating, feed and bilge pumps also the Condenser found in general the machinery in fair working order with the exception of the HP slide valve and cylinder valve face much worn, ridge at top of HP cylinder, feed pump valves and seats battered, the white metal of the HP crank pin brasses cracked and several Condenser tubes leaking.

Now done: Renwooded the stern bush; fitted new propeller; planed off HP slide valve face and fitted new valve face to cylinder; chipped off ridge in HP cylinder. Removed feed pump valves and seats also several Condenser tubes and ferrules; fitted HP spare crank pin brasses and overhauled the Engines where required.

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, R.N. 201, R.A.N.S. 201 or Q.L.N.C. 201, 150 lb., F.D., &c.)

As far as seen, this vessel's Machinery is now in good and safe working Condition, eligible, in my opinion, to remain as classed subject to Completion of survey as above.

Office or Registration Fee (per Sec. 27) 2 - 1 - 1
 Survey Fee (per Section 28) 2 3 3 0
 Postal Damage Fee (per Section 28) 2 - 1 - 1
 Travelling Expenses (if chargeable) 2 - 1 - 1

Fees applied for 10
 Received by me, 25/2/1897

*State if Certificate is required Not

Committee's Minute

Assigned

TUES MAR 2 1897

TUES 20 APR 1897

FRI. 30 SEP 1893

FRI. 3 FEB 1899

FRI. 26 NOV 1897

TUES. 28 JUN 1893

FRI. 4 NOV 1898

TUES. 10 MAY 1893

TUES. 19 APR 1898

TUES. 9 AUG 1898

Stemtor

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



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1874-75 due 1896 will be completed

On the vessel's return
H.M. 21 this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damaged as to spread the ink, or cause it to show through to the other side.

other copies to be made, which to be done.

It is submitted that this

vessel WILL BE eligible for

the record. No. 2. 97. 13. 1. 97 when

the L. P. Register is published, starting with

its safety record have been examined

the covering a soft patch also the

strong facts have been made

good in that main body of the

safety record of main body

unless have been adjusted

under stream.

The Surveyor should be

requested to state clearly

on his next Report what

the repairs to the main

body have been done.

L.R.

13. 97

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

