

(Received at London Office)

12 Port of Antwerp.

st Survey No.

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *yes*

Donkey	"
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is was not done, state for what reasons?

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

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 roller?

the Surveyor examine the Safety Valves of the Main Boiler?

yes At what pressure were they afterwards adjusted under steam? Follow off at 75 lbs

the Surveyor examine the Safety Valves of Donkey Boiler?

yes To what pressure were they afterwards adjusted? 10 blow off at 60 lbs

the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

is Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Shell in dry dock, on examination found the propeller and fastenings to be in good condition, examined the sea connections, cylinders, pistons, slide valves, pumps and condenser, found the division plate in the condenser water space corroded to a great extent, same was renewed, the sea connections overhauled and the nut on tail end of the propeller shaft lightened up. Moreover lifted crank shafts and found white metal in No 3 & 4 main bearing bottom braced much worn, the same were refilled and shafts filed up. Main and donkey boilers ~~exd~~ internally and externally ^{and shafts filed up.} were found generally in fair condition, excepting two patches leaking, one in Centre furnace after end of the Fore Boiler and one in Centre furnace forward end of the Starb^d boiler, also two soft patches wasted in the forward superheater inside shell.

The said two leaky patches in furnace and the two wasted soft ones in fourth superheater were removed and replaced by new.

General Observations, Opinion, and Recommendation:—

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(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, B.S. 9,95, B.A.N.S. 9,95 or ϕ L.N.C. 9,95, 140 lb., P.D., &c.)

As far as seen, this vessel's Machinery is now in good and efficient working Condition, eligible, in my opinion, to remain as classed and to have the Notification **BS 2, 98** recorded in the Register Book.

2 or Registration Fee (per Sec. 27)	£ - - - -	Fees applied for
Tag Fee (per Section 28)	£ 3 3 0	18
Sal Damage Fee (per Section 28)	£ - - - -	Received by me,
Rolling Expenses (if chargeable)	£ - - - -	12 th /2/1998

if a Certificate is required

Committee's Minute

signed

TUES. 22 FEB 1893

TUES. 19 APR 1898

TUES, 10 MAY 1830

TUES. 28 JUN 1893

FRI, 30 SEP 1898

FRI. 3 FEB 1899

FRI, 4 NOV 1998

U.S.A.P. SA 7-90

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

Bank ship- lifted & unloaded
from minor repairs & repairs
small repairs to main Boiler

It is submitted that
this vessel is eligible for
THE RECORD.

18.2.92

14/2/92

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

