

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

Date of writing Report 12th February 1898 When handed in at Local Office

(Received at London Office)

Survey held at Antwerp
 on the Machinery of the Wood, Iron or Steel Saw. S.A. Nederland Master J. Appeld
 Gross 2876
 Net 2150
 Power 352 N.H.P.
 of Main Boilers two
 of Donkey Boilers one
 Pressure Main Boilers 75 lbs
 Donkey Boilers 60 lbs
 Vessel built at Newcastle By whom Palmer's & Co When 1873
 Engines made at 52 When 1873 Boilers, when made (Main) 1873 (Donkey) 1873
 Owners St. Louis American Port Antwerp Voyage Philadelphia
 Surveyed Afloat in Dry Dock No. 4 Afloat River Quay Side
 (State name of Dock.)

Port of Antwerp Date, First Survey 2nd February Last Survey 10th February 1898
 (Or. of Vessel Five)

st Survey No. Port

Particulars of Examination and Repairs (if any) and Boiler Survey

Annual overhauling
 Annual Survey, when held, must be reported in detail and variation in the terms of the Rules. State clearly the nature 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 both being detailed in the body of the report, should be briefly summarized at the end of the report. State also the date and initials of any letters respecting this case.

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

Do. " Donkey "

It 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 Boiler?

The Surveyor examine the Safety Valves of the Main Boiler?

Yes

At what pressure were they afterwards adjusted under steam? To blow off at 75 lbs

The Surveyor examine the Safety Valves of Donkey Boiler?

Yes

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

The propeller shaft been drawn and examined at this time?

No

If spare propeller shaft fitted, state whether new?

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

44" barely

A Survey is not complete until what arrangements have been made for its completion?

Well in dry dock, on examination found the propeller and fastenings to be in good condition, examined the sea connections, cylinders, pistons, side 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 tightened up. Moreover lifted crank shafts and found white metal in 1¹/₂ 3 & 4 main bearing bottom brassed much worn, the same were refilled and shafts lined up. Main and donkey boilers etc internally and externally were found generally in fair condition, excepting two patches leaking, one in centre furnace after end of the Port Boiler and one in centre furnace forward end of the starboard boiler, also two soft patches wasted in the forward superheater inside shell.

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

General Observations, Opinion, and Recommendation:

(State clearly what alterations, 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.M.N. 9.95 or G.L.M.C. 9.95, 140 lbs. F.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.

For Registration Fee (per Sec. 22)	£ - - - -	Fee applied for
Survey Fee (per Section 28)	£ 3. 3. 0	18
Sal. Damage Fee (per Section 28)	£ - - - -	
illing Expenses (if chargeable)	£ - - - -	Received by me, 12 th Feb 1898

as a Certificate is required

Committee's Minute

signed

Yes

TUES. 22 FEB 1898

TUES. 19 APR 1898

TUES. 10 MAY 1898

FRI. 30 SEP 1898

FRI. 3 FEB 1899

FRI. 4 NOV 1898

S. Emberton

TUES. 9 AUG 1898

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

bank ship lifted & whelched
low water up to 5 fms
small up to 10 fms Brk

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

Feb 29/72

14/2/72