

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

(Entered at London Office)

MUN 8 AUG 1898

Date of writing Report 5 August 1898. When handed in at Local Office 6 August 1898 Port of Amsterdam  
 No. in Reg. Book. Survey held at Amsterdam Date, First Survey July 26 Last Survey August 1 1898  
 103 on the Machinery of the Hood, Iron or Steel S.S. Nederland Master. Appled  
 Tonnage Gross 2876 Net 2153 Vessel built at Newcastle By whom Palmers Co When 1873 - 6  
 Registered Horse Power 352 Engines made at Newcastle When 1873 Boilers, when made (Main) 1873 (Donkey)  
 No. of Main Boilers 2 Owners Soc. Anon. Belge America Port Amsterdam Voyage America  
 No. of Donkey Boilers 1  
 Steam Pressure in Main Boilers 75 lb  
 in Donkey Boilers 60 lb  
 Surveyed at or in Dry Dock Dry dock N°1  
 (State name of Dock.)

Last Survey No. Port

## Particulars of Examination and Repairs (if any) Propeller shaft

(Periodical Surveys, when held, must be reported in detail and serially 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 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?

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?

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time?

Yes

If spare propeller shaft fitted, state whether new? Old shaft refitted.

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

Removed

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

The propeller shaft was drawn in & examined & found in good order.

The stern bush was flawed, & the stern lube, stern bush & propeller have now been renewed.

## General Observations, Opinion, and Recommendation:— This vessel's propeller &amp;

(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.S. 9, 91, R.A.M.S. 9, 91 or Q.L.N.C. 9, 91, 120 lb., P.D., &c.)

shaft are now in good & safe working condition & the vessel is eligible, in my opinion, to remain as classed.

or Registration Fee (per Sec. 27) £ 1.1.1  
 Fee applied for August 5 98  
 Fee per Section 28) £ 1.1.1  
 £ 1.1.1  
 Sal. Damage Fee (per Section 28) £ 1.1.1  
 Received by me, August 18 98  
 Selling Expenses (if chargeable) £ 1.1.1  
 Is if Certificate is required No

Committee's Minute

Signed As now

TUES. 9 AUG 1898

FRI. 30 SEP 1898

FRI. 4 NOV 1898

FRI. 3 FEB 1899

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



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 Foundation



Lower shaft examined after hole  
propeller removed

N.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.

It is submitted that  
this vessel is right  
remain as CLASSED.

W.H.  
8/10/18

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