

enl. Arr. v 7 1922

REPORT OF SURVEY.

Undersigned, A. J. J. van den Aniel, Ship & Engineer Surveyor at Amsterdam and H. P. Burgdorffer, Surveyor to Lloyd's Register, appointed by Messrs. the Underwriter and Builders of the Steel Steamer "MACHADO", in course of construction by Messrs. E. J. Smit & Zn at Westerbroek, in order, to state and estimate the damage, alleged to have been sustained to the above named vessel.

Herewith declares;

That they visited the vessel on the 6th of March 1922, whilst lying afloat in the harbour of Delfzyl, and upon perusal of vessel's logbook to have found.

That on a trial trip from Delfzyl on the 2nd of March 1922 near Borkum one of the gauge glasses of S.B. boiler bursted and a considerable time lapsed before both gauge glass valves were shut. In the mean time, no attention was given to the water level in P.S. boiler and for a considerable time no feedwater pumped into this boiler, causing the water to go down under the lowest water level. When this was observed, the fires have been drawn and the engine stopped, whilst the ship was anchored.

After the water in the boiler was brought to a sufficient height, steam has been made up again, anchor lifted and the trial trip continued.

By starting the engines, the boilers started priming badly, causing water and steam coming into the engine and about an hour afterwards when steaming full speed, it has been observed that steam came out from between the I.P. cylinder lagging.

After removing the lagging, a crack was found in the steam chest of the I.P. cylinder, probably caused through the above mentioned items.

Undersigned have made a careful examination of the damage, and have found that the I.P. cylinder, diam, 590 mm, weight 2400 Kg requires to be renewed, for which the three cylinders have to be disconnected, lifted out of the vessel with a crane or sheerlegs, and replaced, all pipe connections disconnected, refitted and repacked, engine skylight and gally bulkhead taken adrift, replaced and reriveted. The lagging of the cylinders must be removed and replaced and the total costs of replacements and repairs of the damage, incl. crane dues, disconnecting and refitting, repacking, painting, and labour, transport of the cylinders from Westerbroek to the Engine works at Hoogezand, etc. has been estimated by Undersigned and amounts to;

F. 4280.-

FOUR THOUSAND TWO HUNDRED AND EIGHTY Guilders.

Value of left materials.

F. 72.-

SEVENTY TWO Guilders.

On account of no crane or sheerlegs being available at Delfzyl, the vessel has to be towed to the warf at Westerbroek and back to Delfzyl.

The total costs of towing the vessel to Westerbroek and back to Delfzyl, incl. bridge and harbour dues has been estimated by Undersigned and amounts to;

F. 1240.-

ONE THOUSAND TWO HUNDRED AND FORTY Guilders.

The Port boiler has to be cleaned for examination of which the costs, incl. 15 tons fresh water, repacking and closing up has been estimated at;

F. 65.-

SIXTY FIVE Guilders.

Notwithstanding the boiler having been short of water, same has been found undamaged.



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(2).

The Builders claim one month prolongation of the Insurance, and on account of the vessel not can be delivered at the present a sum of.

F. 137.-

HUNDRED AND THIRTY SEVEN Guilders.

It has further been stated that on the 27th of February 1922 the "MACHADO" was moored in the Harbour of Delfzyl as directed by the Harbourmaster on mooringpost No. 21 and 22. On the 28th of February 1922, the steelwire moorings and manilla hawser have been loosened by Government workmen and not sufficiently fastened again, through which the mooringpost broke and the vessel swung round with her counter against the Z.A. breakwater. See logbook.

With assistance of a tug and some workmen, the vessel has been moored on a other mooringpost again.

The total costs of this has been estimated by Undersigned as follows.

Tug.	F. 30.-
Broken steelwire. 120 Mr 16 m/m to renew	" 60.-
Labour.	" 15.-
	<u>F. 105.-</u>

HUNDRED AND FIVE Guilders.

Left material. Steelwire.	F. 12.-
TWELVE Guilders.	<u>          </u>

It has been stated by the Harbourmaster that the renewal of the mooringpost will cost.

F. 1200.-

TWELVE HUNDRED GUILDERS.

The Owners however refuse to pay this amount, on account of the vessel being moored as directed by the Harbourmaster and the moorings made loose and not sufficiently fastened again by the Government workmen.

This report has been made to the best of Our knowledge and ability, signed and delivered to parties concerned.

AMSTERDAM, 23rd March, 1922.

Survey fee & expenses.	
Mr. van den Andel.	F. 182.50
Mr. Burgdorffer.	" 235.-

W.S. A. J. J. van den Andel.

H. P. Burgdorffer



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