

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

(Received at London Office

SAT, JUL 18 1896

Date of writing Report July 15th 1896 When handed in at Local Office 18 Port of Glasgow SAT. JUL 13 1896
No. in Reg. Book. 650 Survey held at Glasgow Date, First Survey 25 June Last Survey July 13, 1896
650 on the Machinery of the Wood, Iron or Steel P. S. Prins Hendrik Master (No. of Visits 4)
Tonnage { Gross 1945 Net 885 Vessel built at Glasgow By whom Leithfield Coy When 1895-10
Registered Horse Power 1350 Engines made at " When 1896 Boilers, when made (Main) 1895 (Donkey) 1895
No. of Main Boilers 6 Owners Storm & Math, Zealand Port Amsterdam Voyage Channel & Irish
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 140 in Donkey Boilers 140 (State name of Dock.) Glasgow

Last Survey No......*Port*

Particulars of Examination and Repairs (if any)

(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 summarised 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?

Do.	"	Donkey	"	"	"
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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 ?

If the Survey is not complete state what arrangements have been made for its completion?

The Combustion chamber, top which had been collapsed and damaged, and subsequently repaired atushing as per Rotterdam report (No 2044) has been removed here and refitted, together with all the girders & stays connected therewith & on completion is tested by Hydraulic pressure to 210 lbs per sq in. Satisfactorily.

The Paddle wheels of this vessel have been renewed except the bosses, the arms & floats being heavier than the original. The intention being to try & get more speed by harder driving.

The Engines have been opened also the Condenser and cleaned, & a Feed water Filter (Cours & Rayner) has been introduced with connects.

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, B.S. 4,04, B.&M.S. 4,04 or $\frac{1}{2}$ L.M.C. 4,04, 140 lb., F.D., &c.)

The above repairs have been carried out in a satisfactory manner by the builders and I am of opinion the vessel should remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for18..... Received by me,18.....
Survey Fee (per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

*State if Certificate is required.

Committee's Minute TUES. JUL 21 1896

Assigned

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

Clyde District

Lloyd's Register
Foundation

665175-0205