

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

Date of writing Report 29 March 1895 When handed in at Local Office 18 Port of Amsterdam
No. in Survey held at Amsterdam Date, First Survey 27th March Last Survey 27th March 1895
No. of Visits 3
No. of Record on the Machinery of the Wood, Iron or Steel U.C. Fort. Salisbury Master Salmon
Tonnage Gross Net Vessel built at Newcastle By whom Armstrong Mitchell & Co. When
Registered Horse Power Engines made at Newcastle When Boilers, when made (Main) (Donkey)
No. of Main Boilers Owners British & Colon Steam Navigation Co. Port London Voyage Cape Colonies
No. of Donkey Boilers If Surveyed Afloat or in Dry Dock Afloat.
Steam Pressure in Main Boilers
in Donkey Boilers
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port
Particulars of Examination and Repairs (if any) Repairs
Periodical Surveys, when held, must be reported in detail and serialim 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
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 machinery of this vessel met with an accident when lying stop-
ped for the night on the 25th March at Ymuiden.
Having been invited from London to survey the repairs I went on
board on the 27th instant and found that in bottom of Condenser
on the afterside a crack of about 28 inches running from water
end in bottom of circulating outlet into the main body of Condenser
brass patch had been ordered by the builders but owing to the
several corners a good fit could not be made, recommended
to drill & plug the crack away in the projecting corner of water
end and to refit the patch after this operation the Condenser
proved to be tight.
Although this repair has been carried out in a satisfactory
manner I am of opinion that it is not substantial for the
future reason why I recommend to patch the crack from
the inside at the earliest opportunity.
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 L.M.C. 4.04, 110 lb., F.D., &c.)
Condenser tubes to be drawn and crack patched at the ear-
liest opportunity.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18
Survey Fee (per Section 28) £ 1 : 1
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ 4 :
Received by me, 30/3/1895
State if Certificate is required
Committee's Minute TUES 2 APR 1895
Assigned See Lon. No. 56346
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



