

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

(Received at London Office)

Date of writing Report 31 January 1904 When handed in at Local Office 10 04 Port of Amsterdam

No. in Reg. Book Survey held at Amsterdam Date, First Survey 24 Jan Last Survey 30 Jan 1904 (No. of Visits 5)

44 on the Machinery of the Wood, Iron or Steel SS Fikini Master Meurs

Tonnage Gross 1100 Vessel built at Flushing By whom Monck & Scheldt When 1901/2

Net 1100 Engines made at Flushing By whom Monck & Scheldt When 1906

Registered Horse Power 1100 Boilers, when made (Main) 1906 (Donkey) 1906

No. of Main Boilers 1 Owners Java China Japan Line Port Amsterdam Voyage East India

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Dry

Steam Pressure in Main Boilers 150 lb. (State name of Dock.) Winnings & Co.

in Donkey Boilers 150 lb.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 100 A1 Port AmsterdamParticulars of Examination and Repairs (if any) Repairs

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.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Yes also whether any damage report was made, and, if so, by whom? Yes

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

Do. " Donkey " " " " " " "

If this was not done, state for what reasons? Yes

And what parts of the Boilers could not be thus thoroughly examined? Yes

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Did the Surveyor examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? Yes

Did the Surveyor examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? Yes

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? Yes or is it without liners? Yes

Has shaft now been changed? Yes If so, state reasons Yes

Is the shaft now fitted new? Yes Has it a continuous liner? Yes or two liners? Yes or is it without liners? Yes

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

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Kindly see Rotterdam Surveyor's first entry report

This vessel's machinery having been examined whilst on trial trip by the Society's Rotterdam Surveyors had the Condensers reported badly leaking and feed pump plungers defective.
Found upon opening out the Condenser that 6 tubes had been working out of the tubeplate and tubeplate somewhat started in its joint. Six tubes renewed.
7 tubeplate studs renewed, all studs hardened up. Condenser tested under 50 lb. pressure found perfectly tight.
Feed pump plungers found hollow. Condensed and a new one fitted.
Propeller inspected in drydock found good.

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. 0.05, B. & M.S. 0.05, or L.M.C. 0.05, 150 lb., F.D., &c.)

This vessel's machinery is now as far as seen in an efficient state and the recommendations of the Society's Surveyors of Rotterdam have been satisfactorily carried out. For the Committee's information is dealing with first entry report.

Survey Fee (per Section 28) £ 12.00 Fees applied for 19

Special Damage or Repair Fee (if any) £ Received by me, 19

Travelling Expenses (if chargeable) £

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

Committee's Minute

Assigned see minute
in F.E. ips



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