

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

No. 1666 Date of Writing Report 25<sup>th</sup> April 1889 Port of Antwerp  
 No. in Reg. Book. Survey held at Antwerp Date, first Survey 19<sup>th</sup> April Last Survey 26<sup>th</sup> April 1889  
 on the Machinery of the Iron S. S. Nederland Master Bone No. of Visits 22  
 Tonnage Gross 2839 Vessel built at Newcastle By whom Palmer & Co When 1873 6  
 Registered Horse Power 290 Engines made at 1<sup>st</sup> When 1873 Boilers, when made (Main) 1872 (Donkey) 1873  
 No. of Main Boilers two Owners Soc. Anonyme Belg. Americaine Port Antwerp Voyage Philadelphia  
 Steam Pressure in Main Boilers 75 lbs If Surveyed Afloat or in Dry Dock N<sup>o</sup> 4, of this City Class of Vessel & Machinery + 100 AT  
 in Donkey Boiler 60 lbs (State name of Dock) afloat from Schelde Quay S. S. (As in Register Book.) 11.8.88

Last Survey No. Port

Particulars of Examination and Repairs (if any) on account of damage to Propeller

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? No

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?

on examination of the vessel in dry Dock found one Propeller blade partly broken off and flawed at the root. Examined the appurtenances of Propeller and shaft, sea Connections and the Engines and Boilers as far as practicable, found the Condenser leaking; otherwise the remainder of the Machinery in good working order.

Now done: the damaged Propeller was unshipped and replaced by a new one which was found a sound casting and a good fit. The Condenser tubes were all drawn out, new ones put in were adjusted with new wooden ferrules, the doors rejointed a fresh.

## General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The Engines and Boilers of this vessel are in my opinion now in good and safe working Condition and worthy to be Continued as classed.

Office or Registration Fee (per Sec. 27).....	£ 2 : 0 : 0	Fees applied for 188 received by me, 25 <sup>th</sup> April 1889
Survey Fee (per Section 25).....	£ 2 : 2 : 0	
Special Damage Fee (per Section 26).....	£ — : — : —	
*Certificate (if required) as per margin.....	£ — : — : —	
Travelling Expenses (if chargeable).....	£ — : — : —	

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

Committee's Minute FRIDAY 26 APRIL 1889

Assigned Remain as classed



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 eligible to  
remain as classed*

*N.A.*

*25.4.89*

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