

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

No. 1751 Date of Writing Report 30th August 1889 Port of Antwerp
 No. in Reg. Book. Survey held at Antwerp Date, first Survey 24th Aug. Last Survey 28th Aug 1889
 78 on the Machinery of the Iron S.S. Nederland Master E. Pence No. of Visits three
 Tonnage Gross 2839 Net 1819 Vessel built at Newcastle By whom Palmer's & Co When 1873
 Registered Horse Power 290 Engines made at R When 1873 Boilers, when made (Main) 1873 (Donkey) 1873
 No. of Main Boilers two Owners Soc. anon. Belge Americaine Port Antwerp Voyage Philadelphia
 Steam Pressure in Main Boilers 75 lb If Surveyed Afloat or in Dry Dock City dry Dock No. 4 Class of Vessel & Machinery + 100 AT
 in Donkey Boiler (State name of Dock.) Afloat Quay side of the River (As in Register Book.) S.S. Ant. N^o 1, 88 BMS 8, 88

Last Survey No. Port

Particulars of Examination and Repairs (if any)

(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?

Vessel in dry Dock, found half the length of one Propeller blade broken off. the Propeller was unshipped and replaced by another with mosaic blades. The stern bush and tail end of shaft good, the sea Connections were examined and the usual overhauling to Engines and Boilers effected.

Owing to the short stay of the vessel at this Port, the Boilers were not prepared for the thorough survey due this month but they were found, as far as seen, while partly opened out as also under steam, to be in a very good working Condition.

It is to be noticed that the Main and the Donkey Boilers were unshipped and about Complete renewed since a few years ago.

General Observations, Opinion, and Recommendation:—

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

The Machinery of this vessel is, in my opinion, now in good and safe working Condition worthy to be continued as classed

Office or Registration Fee (per Sec. 97).....	£ 0 : 10 : 0	Fees applied for 188 received by me, 30 th Aug. 1889
Survey Fee (per Section 28)	£ 2 : 2 : 0	
Special Damage Fee (per Section 28)	£ - : - : -	
*Certificate (if required) as per margin	£ - : - : -	
Travelling Expenses (if chargeable).....	£ - : - : -	

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

Committee's Minute TUE 3 SEPT 1889

Assigned

As now

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*.
subject to the Annual Order
being held as
soon as convenient
W.A.
2-9-89.

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

LR-FAF-5A7-52