

No. 3143

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

16 MAR 96

Date of writing Report 12th March 1896 When handed in at Local Office Antwerp Port of Antwerp
 No. in Reg. Book 96 Survey held at Antwerp Date, First Survey 4th Dec. 95 Last Survey 17th March 1896
on the Machinery of the Wood, Iron or Steel Steamer, S.S. Nederland Master Bromhead
 Tonnage Gross 2839 Net 781 1/2 Vessel built at Newcastle By whom Palmer's Co When 1873
 Registered Horse Power 352 Engines made at 2nd When 1873 Boilers, when made (Main) 1873 (Donkey) 1873
 No. of Main Boilers two Owners Compagnie An² Belg. Americaine Port Antwerp Voyage Philadelphie
 No. of Donkey Boilers one # Surveyed Afloat or in Dry Dock Lefebvre and Rivier Quay Side
 Steam Pressure in Main Boilers 75 lbs in Donkey Boilers 60 lbs

Last Survey No. 3079 Port Ant
 Particulars of Examination and Repairs (if any) Confirmation of annual boiler survey

(Periodical surveys, when held, must be reported in detail and attention 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 summarized at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER OF THE SURVEY	CLASSIFICATION	MARKING AND ENDORSEMENT
+	100A1	B & MS 3,93
	9,93	
	10,95	
	S.S. Ant N ^o 2-93	
	S ^o N ^o 3-10,84	

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no
 Do. " Donkey " " " yes
 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? yes to blow off at 60 lbs
 Has the propeller shaft been drawn and examined at this time? no
 If the Survey is not complete state what arrangements have been made for its completion?

Please see previous report N^o 3059 dated 23/10/95

Examined the donkey boiler internally and externally also the dead weight safety valve; drilled test holes in the bottom and back end of main shell where showing corrosion and found thickness of plates efficient, general condition of the boiler good.

Antemblon

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, H.N. 201, H.A.N.S. 201 or Q.L.M.C. 201, 140 lb., F.B., &c.)
As far as seen, this vessel's Machinery is now in good and safe working condition eligible, in my opinion, to be continued as classed and to have the Notification B & MS 3,96 recorded in the Register Book.

Office or Registration Fee (per Sec. 27) £ 0.10.0 Fee applied for
 Survey Fee (per Section 28) £ 2.2.0 10
 Special Damage Fee (per Section 28) £ - - -
 Travelling Expenses (if chargeable) £ - - - Received by me, 12/3/1896
 *State if Certificate is required yes
 Committee's Minute TUES. MAR 17 1896
 Assigned B & MS 10,95

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

MACHINE WRITTEN

Now sent on the Ship No report on the Ship by and will be sent.

Every Character of ship and Machinery particularly as in the Register Book

L.R. FAF-541-67
 The Surveyors are requested not to write on or alter the original of this Report.