

REPORT of SURVEY for REPAIRS, &c.

No. *2553* Date of Writing Report *28th February 1891* Port of *Antwerp* Entered in London Office, No. *23* MAR 1891
 No. in Reg. Book. *84* Survey held at *Antwerp* Date, First Survey *26th July 1889* Last Survey *27th February 1891*
 on the *Iron S.S. 'Nederland'* (No. of Vails) Master *Chaff*

TONNAGE:—
 NET *1519* Built at *Newcastle* By whom *Gabriel Co* When *1873*
 GROSS *2539* Owners *Le Union Belge Americaine* Port belonging to *Antwerp*
 UNDER DECK *2557* Owners' Address
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Name of Dock *City Dock No. 14* Destined Voyage *New York*
 Length of Poop ft. of Forecastle ft. of Raised Or. Deck ft. Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)
 Last Survey, No. *57412* Port *London* Classed *100A1*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as pointed on Ship in Summer in Winter

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage through Collision.*

This steamer arrived here from London with damage sustained it is stated, through collision with the 'W. Resolute' of Sunderland in the river Thames; for particulars please see annexed copy of Damage Report.
On examination found, the injury on starboard quarter, viz: two plates in upper-deck, sheerside, two ditto in topside, sheerside, one ditto in main sheerside, two ditto in fore, one ditto in second, two ditto in third, and one ditto in fourth sheerside below the main sheerside, then in all eleven shell plates, six frames including reversed frames, two upper-deck, and two main-deck beam ends, one main-deck intermediate half-beam, one transom plate, one plate in main-deck stinger (including angle bar), two side lights, some cargo bottom, stow-moulding, etc. broken.

Repairs now done, the eleven shell plates, the broken main-deck stinger plate (including seven larger outer stinger angle bar and one length of inner stinger angle bar), the broken transom plate, the broken intermediate half-beam, side lights, stow-moulding, etc. replaced by new. The four uppermost broken frames and reversed frames in connection with the

PRESENT CONDITION OF THE		to	
Decks	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>
Waterways		Transoms & Rivets	
Comings		Breasthooks & Stems	
Up'r Dk. Beams & Fastenings		Transoms, Pointers, & Crutches	
Low'r Dk. Beams & Fastenings		Angle bars	
Plankings		Frames of frame at the openings	
Sheersides		Ditto ditto at other places	
Topside		Keelsons	
Wales		Clamps & Shells	
Engine Room Skylights		Coal Bunker, Openings, Lids, &c	
		Scuppers	<i>good</i>
		Cargo & Main Hatchways	<i>good</i>
		Hatches	

General Observations, Opinion as to Class, Recommendation, &c.: *This steamer is to the best of my knowledge now in a good and satisfactory condition and worthy to be considered as classed with the word 'A1'.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	1	1
Office Fee (if chargeable) per Scale II., Sec. 27...	£	1	10
Survey Fee (per Section 28)	£	1	1
Special on Damage, Fee (if any) per Sec. 28	£	5	5
Certificate (if required) to be sent on per margin	£	yes	1
Travelling Expenses (if chargeable)	£	1	1
Second Surveyor's Fee (if any)	£	1	1

Fees applied for, *29/10 1891*
 Received by me, *29/10 1891*

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. 24 MAR 1891
 Character assigned *100A1*

TUES. 31 MAR 1891

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.

transom-plates) renewed their whole length.

Two frames including revised frames cut between the main and lower deck and the upper portions replaced by new frames cut to Gunnale, properly connected to the original lower parts by Boreen pieces. The two broken upper decks, and one of the main deck beam ends cut and new ends fitted, one main deck beam end straightened in place and the crack compensated for by a doubling plate.

The vessel was later on placed in a Dry Dock and examined by me all outside including equipment and all where seen, was found in good condition.

Antwerp 28th February 1891

H. P. D. D.

Report of Survey

1891 Date of Writing

in Book. Survey held at

4 on the Machinery of

Gross 2839 Vessel

Net 219 Engine

Registered 290 Owner

Power of Main Boilers Two

Pressure of Main Boilers 75 lb. If Sur

Donkey Boiler 60 lb.

st Survey No.

Particulars of Examination

(State clearly the cause of Repairs)

due to other causes. State also

the Surveyor personally go inside each

is was not done, state for what reasons

what parts of the Boilers could not be

what special means, in the absence of

Surveyor to assure himself of the thorough

The Boilers pro

examined all in

usually to be effi

The Engines w

valves air, Cir

journals and p

the vessel being

Propeller shaft

On examination

ference in fore

Machinery reg

Completed with

needed and a

out for clean

line shafting

and bad ferr

The Main and

patches fitted

Corrosion were

were caulked

Stays in Comb

tested under

General Observations

(State clearly what alteration, if

that, for example, R.N. 1891.

The Machi

my opinion

B & M.S. 3, 9

or Registration Fee (per Sec. 2)

vey Fee (per Section 2)

rial Damage Fee (per Section 2)

ertificate (if required) as per regula

elling Expenses (if chargeable)

TUES

mmittee's Minute

signed B & M