

# REPORT of SURVEY for REPAIRS, &c.

No. 1321

Port of Antwerp

Received in London Office.

MONDAY 23 MAY 1887

No. in Reg. Book.

Survey held at Antwerp

Date, First Survey 30<sup>th</sup> August 1886

1886

Last Survey 17<sup>th</sup> May 1887

on the Iron S.S. *Vaderland*

Master

*Grant*

MONTH.

TONNAGE:—

NET 2001

GROSS 2748

UNDER DECK 2059

Built at Newcastle

By whom Palmer's Co

When 1872

Owners *See Anon de tar. Pelge Amce.*

Port belonging to Antwerp

Owner's Address (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock

Name of Dock *City Dock No. 5* Destined Voyage *Philadelphia*

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.

Classed 100A none

Last Survey, No. 116 Port *Phl*

*S.S. Phl No. 3 - 1881 Jan Deck*

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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey No. 3*

*This Steamer has been out of service since May 1884 and her Character has lapsed for want of survey.*

*Nearly a year ago she was submitted for restoration of Class. The following has progressively been carried out, which makes the Special survey No. 3 as prescribed in the rules, complete viz:*

*1) On the 28<sup>th</sup> August 1886 she was placed in a Dry Dock surveyed all outside and found in best condition, bottom then cleaned and painted.*

*2) Fore Peak, and the Trecendecks before the Collision Bulkhead cleaned, surveyed and repainted, all was found in good condition with the exception of the wooden Garlings under Windlass, which were found decayed.*

*3) Wooden close ceiling in No. 1 hold removed on each side from Bulkhead to Bulkhead. Floors, Frames and plating in this space cleaned, inspected and repainted.*

BEST CONDITION OF THE		P.S.O.S.	
Ways	good	Planks (Bottom) & Counter	good
Beams	where seen	Seamails or Rivets	where seen
Dk. Beams & Fastenings		Breasthooks and Stemson	
Dk. Beams & Fastenings		Transoms, Pointers, & Crutches	
Sheers		Timbers of Frame at the openings	
Strakes		Ditto ditto at other places	
Decks		Keelsons	
Wales		Clamps & Shells	
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.	good
		Scuppers	good
		Cargo & Main Hatchways	good
		Hatches	

General Observations, Opinion as to Class, Recommendation, &c.: *This Steamer is to the best of our knowledge now in every respect in a good and seaworthy condition, fit for the safe conveyance of dry and perishable cargoes to and from all parts of the world and worthy the favorable consideration of the honorable Committee for the restoration of her late Character 100A1*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 5
Office Fee (if chargeable) per Scale II., Sec. 27...	£
Survey Fee (per Section 28)	£ 12 12
Special on Damage, Fee (if any) (per Sec. 28)...	£
*Certificate (if required) to be sent as per margin	£ 5
Travelling Expenses (if chargeable)	£
Second Surveyor's Fee (if any)	£ 8 8

Fees received by me, 2/5 1557

Committee's Minute

Character assigned

TUESDAY 24 MAY 1887

100A1

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



Lloyd's Register Foundation



4) The covers of man holes in the three Compartments, forming double-bottom between No. 1 hold and the Boiler-space removed, the corner floors etc in double bottom, as also Frames, plating etc (between the two skins above the water ballast tanks) inspected, all fore and aft on each side, and all was found in a very satisfactory state.

5) The tanks, then tested by a head of water up to the height of the light water-line, were found tight and efficient.

6) The two decks between the Collision Bulkhead, Cabin and Cross-bum thoroughly cleaned, surveyed and repainted.

7) Cross and Side Coal-bunkers cleaned, cleared, examined and recoated.

8) Engine room and Boiler-space cleaned and surveyed, also the interior of Water ballast tank under Engines and Boilers, and all was found in good condition, with the exception of the Boiler-bearers and the top of tank, which were found defective.

9) Some wood lining under Side-lights in Cabins removed for examination of frames and plating under same, and all, where seen, was found in a very satisfactory state.

10) Store room and spare Coal-bunker (aboard the Engines) also After Deck cleaned, cleared, examined and repainted.

11) Upper deck examined and found sound, least thickness, ascertained by boring, was  $3\frac{1}{2}$  inches. It appears that the said deck has been renewed in Philadelphia in July and August 1881, of which however no record made in the Register Book.

12) Masts, Spars and the whole of the equipment surveyed and all was found in a satisfactory state, with the exception of the Fore-, and Main-, and the upper Fore-top-sail and the upper Main-top-sail yards which were found defective in various places.

Repairs done, the decayed wooden Carlings under Windlass-bitts replaced by new (oak).

Boiler-bearers efficiently repaired.

The Fore-, Main-, Upper-fore-top-sail and Upper Main-top-sail-yards replaced by new. Boats, Pumps, Steering-gear etc overhauled and repaired, where necessary.

No repairs have been done to the defective top of double bottom under Engines and Boilers, which requires large repairs or doubling over, but the Owners request the favor of deferring this repairs until new Boilers are shipped, which it is said, will be in a year or two from present date - necessary precautions have been taken to make the said tank unserviceable as a reservoir for Water ballast.

Antwerp the 17<sup>th</sup> May 1887



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