

# REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 2nd OCT. 82)

No. 784.

No. in Survey held at Antwerp

Reg. Book.

on the ship S. A. M. Nederland

Date, first Survey 11 Sept.

Last Survey 26 Septemb. 1882.

Master J. Whining

YEAR.

When built 1873.

Port belonging to Antwerp

Residence Antwerp.

By whom built J. J. J. J.

Destined Voyage Antwerp - Singapore

If Surveyed Afloat or in Dry Dock in City Dry Dock & afloat

Classed 100 A 1.

S.S. Feb. No. 1-1875.

TONNAGE under Tonnage Deck  
Ditto of Spar Deck, or Awaiting Deck  
Ditto of Poop  
Ditto of Raised Qr. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage  
Crew Space, as per Rule  
Register Tonnage, and on Beam  
Engine Room  
Reg. Tons as S' mer, cut on Box.

282 1/2

283 1/2

283 1/2

283 1/2

283 1/2

283 1/2

283 1/2

283 1/2

283 1/2

Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.

Last Survey, No. 304

Port Antwerp

REPAIRS, OR EXAMINATION AS PER RULE Special survey No. 2.

Cause of Repairs to be clearly stated.

Special survey No. 2 as required by rule was completed with in 11 hours in Dry-Dock, the hold cleared, ceiling in several parts in the cabins; also the wooden floor in the cabins removed. All the upper hole covers taken off. The chain cables removed from the locks and ranged in Dry Dock.

The ship thus prepared then was carefully examined all outside & inside as far as practicable and was found in good condition.

It has to be observed as this ship is entirely double beam Iron to timber deck; the survey between the two skins is not only a difficulty, but also a dangerous operation, but it appears that the double skin possesses the iron remarkably well. Water ballast tanks tested up to the height of the light water line and found perfect tight. Some planks in upper deck removed. Ceiling in cabins replaced. The outside plating from light water mark upwards sealed tight.

The ship cleaned & repainted all inside & outside & small repairs without important.

Present Condition of the	Timber	Iron	Windlass and Capstan
Decks	good	good	good
Waterways	good	good	good
Joinings	good	good	good
Upper Deck Beams & Fastenings	good	good	good
Lower Deck Beams & Fastenings	good	good	good
Planksheers	good	good	good
Sheerstrakes	good	good	good
Topsides	good	good	good
Wales	good	good	good
Plank (Bottom) and Counter	good	good	good
Engine Room Skylights	good	good	good
Coal Bunker, Openings, Lids, &c.	good	good	good
Scuppers	good	good	good
Cargo and Main Hatchways	good	good	good
Hatches	good	good	good

General Observations: Opinion as to Class, &c. This vessel has been carefully examined and found, when seen, in good condition; fit to carry dry & perishable goods to and from all parts of the world; worthy to be continued as classed with the record: S.S. Feb. No. 2-1882.

The Amount of Entry Fee ... £ 3 : 6 : 0 received by me, Special ... £ 10 : 10 : 0 27/9. 1882. Certificate (if required) to be sent as per margin, £ 4 : 5 : 0

Committee's Minute

Tuesday, 3rd October, 1882

Character assigned

100 A 1 S.S. No. 2-82

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

This vessel appears to be eligible to remain as classed 100 A 1 and to be entered as required.



Lloyd's Register Foundation