

# REPORT of SURVEY for REPAIRS, &c.

No. 1531 Date of Writing Report 31st August 1888 Port of Antwerp Received in London Office 10 SEP 88

No. in Reg. Book. Survey held at Antwerp Date, First Survey 31st July Last Survey 30th August 1888

on the *Von G. J. Nederland* Master *A. Chiffon*

TONNAGE: - Built at *Newcastle* By whom *Palmer Co* When *1873*

NET 1819 Owners *Sec. Anon. Bldg. Americaine* Port belonging to *Antwerp*

GROSS 2829 Owners' Address (if not already recorded in Appendix to Register Book.)

UNDER DK. 2827 If Surveyed Afloat or in Dry Dock Name of Dock *City Dry Dock No. 5* Destined Voyage *Philadelphia*

Length of Poop ft.: of Forecastle ft.: of Raised Gr. Deck ft.: Moulded Depth ft.

(if these particulars are not yet recorded in the Register Book.)

Classed 100 A1

Last Survey, No. 925 Port *WYK*

(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) in Summer ft. in. as painted on Ship in Winter ft. in.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey No. 1*

*Special Survey No. 1 as described in the rules now fully completed vizt. the Vessel placed in Dry Dock the Hold and Coal-bunkers cleared, all the Man-hole covers of Inner-bottom removed, the Chain-Cables taken from the Lockers and ranged in Dry Dock.*

*The Vessel thus gradually prepared was then from time to time carefully inspected all outside and inside, including the interior of Double-bottom, under Engines and Boilers, fore- and after Trucks, Masts, Spar and the rest of the equipment as far as practicable, and found all where seen, in a satisfactory state with the exception of the Inner-bottom in No. 1 Compartment and under Engines, which proved to have been eaten away by rust, the Main-yard and Main upper-top-sail-yard defective, and some rivets in Bracket-ends of forward Panting-beams slack.*

*Now done, Inner-bottom in No. 1 Compartment and under Engines efficiently repaired, the slack rivets in Panting-beam-ends and the defective yards replaced by new. After repairs, the Double-bottom was tested by a head of water up to the height of the light-water-line found tight and efficient.*

PRESENT CONDITION OF THE		FOR					
Decks	good	Plank (Bottom) & Counter	good	Ceiling	good	Boats	good
Waterways		Transverse Rivets		Rudder		Mast, Yards, &c.	
Comings		Breasthooks & Stensons		Windlass & Capstan		Condition, how ascertained	
Up'r Dk. Beams & Fastenings		Transoms, Pointers, & Crutches		Pumps		Sails	
Low'r Dk. Beams & Fastenings		Timbers of Frame at the openings		Cement (if Iron Ship)		Anchors No. of	
Plankbeers		Ditto ditto at other places		Caulking of Bot'm, D'k, & Wat'rways		Cables	
Sheerstrakes		Keelsons		Copper, on Y-M (stated on Plate)		Hawsers & Warps	
Upstides		Clamps & Shells		When put on		Standing & Running Rigging	
Wales		Coal Bunker, Openings, Lids, &c.		Scuppers		Hatches	
Engine Room Skylights				Cargo & Main Hatchways			

General Observations, Opinion as to Class, Recommendation, &c.:

*The Vessel is to the best of my knowledge now in every respect in a good and seaworthy condition, in my opinion fit to carry dry and perishable goods to and from all parts of the world and eligible to be continued as classed with the record SS Antwerp 1888.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	1	1
Office Fee (if chargeable) per Scale II., Sec. 27...	£	2	0
Survey Fee (per Section 28)	£	12	12
Special on Damage, Fee (if any) (per Sec 28)....	£	1	1
*Certificate (if required) to be sent as per margin	£	5	0
Travelling Expenses (if chargeable) .....	£	1	1
Second Surveyor's Fee (if any) .....	£	1	1

Fees applied for, 3/9 1888  
Received by me, 3/9 1888

*H. B. Brand*  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
Character assigned

FRIDAY 26 OCT 1888  
100 A1

SS No 1-88

134 MS 8/88