

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

No. 1557 Date of Writing Report 20th October 1888 Port of Antwerp
 No. in Reg. Book. Survey held at Antwerp Date, first Survey 1st Aug. Last Survey 20th October 1888
 on the Machinery of the Iron Steamer *Nederland* Master Griffin No. of Visits eight
 Tonnage Gross 2839 Net 1819 Vessel built at Newcastle By whom Palmer & Co. When 1873
 Registered Horse Power 290 Engines made at Newcastle When 1873 Boilers, when made (Main) 1873 (Donkey) 1873
 No. of Main Boilers two Owners *St. Anthony Belge Americaine Port Antwerp* Voyage France & America
 Steam Pressure in Main Boilers 75 lb Surveyed Afloat in Dry Dock Both Class of Vessel & Machinery + 100 A.T.
 in Donkey Boiler 60 lb (State name of Dock) City Dry Dock No. 5 & No. 4 (As in Register Book) MS 10,84 BS 8,88

Last Survey No. Port
 Particulars of Examination and Repairs (if any) for Special Survey No. 1, now completed
 (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.
 Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? Yes exclusive the Donkey Boiler
 If this was not done, state for what reasons? The Donkey Boiler and the Safety valves not prepared for survey
 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?

It is stated that, in May last, the Propeller shaft and the Propeller were replaced by new at New York and surveyed then by the local Lloyd's Surveyor.

On the 1st Aug. the vessel being on blocks in the Dry Dock No. 5 of this City, found the Propeller (a built one) in good Condition but the same was taken off and replaced by a solid Propeller being a larger surface of blades and secured to be a good fit.

Examined then both cylinders, pistons, slide valves, crank shafts and tunnel shafting, thrust shaft, pumps, sea connections, all stripped, main Boilers opened, safety valves taken apart and examined thoroughly were found to be in general good working order: the usual overhauling was effected where necessary.

The Completion of survey has taken place, first, on the arrival of this vessel, at this Port, on the 12th inst. on examination found the main Boilers under steam, all tight and the safety valves acting freely at 75 lb pressure per sq. The Donkey Boiler was then prepared for survey and on examination internally and externally, found to be in good Condition.

On the 17th inst. this vessel was docked again in No. 4 dry Dock of this City on account of damaged Propeller: on examination found two following blades broken, one at the root and one about 15 from the Propeller boss.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey.)
 The Machinery of this vessel is, in my opinion, now in good and safe working Condition eligible to be continued as classed and fresh recorded MS 8,88 in the Register Book.

Office or Registration Fee (per Reg. 27)	£ 2 : 0 : 0	Fees applied for 150 received by me, 20 th 10/ 1888
Survey Fee (per Section 28)	£ 6 : 6 : 0	
Special Damage Fee (per Section 28)	£ - : - : -	
*Certificate (if required) as per Reg. 28	£ - : 5 : -	
Travelling Expenses (if chargeable)	£ - : - : -	

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

Committee's Minute FRIDAY 26 OCT 1888
 Assigned B.V.M.S. 8/88

The damaged Propeller is misshipped and replaced, at present
by a built Propeller found sound and accurately fitted.

This day, 20th inst. the Double Boiler, seen under Steam, found
tight and the safety valve set to the working pressure 50 lbs per sq.

Exemptions

N.B. - If this Report is copied by Copying Press, especial 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.

It is submitted that this
vessel is eligible to have
B.M.S. C. S. recorded

Ad

23.10.98

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.