

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

2053  
Date of Writing Report 26<sup>th</sup> March 1891 Port of Antwerp  
Survey held at Antwerp Date, first Survey 9<sup>th</sup> January Last Survey 25<sup>th</sup> March 1891  
on the Machinery of the Iron S.S. *Nederland* Master *Thoff* No. of Visits *Six*  
Gross 2839 Vessel built at *Newcastle* By whom *Palmer's* When 1875  
Net 216 Engines made at *J* When 1875 Boilers, when made (Main) (Donkey)  
Registered 260 Owners *Compagnie Belge Americaine* Port *Antwerp* Voyage *Philadelphia*  
of Main Boilers *Two* If Surveyed Afloat or in Dry Dock *At Antwerp* Class of Vessel & Machinery *+100 AT*  
in Pressure *75 lb* (state name of Dock) and *Hibon Quay Side* (As in Register Book, including date of last Boiler Survey.) *BMS 4.90*  
Main Boilers *75 lb* Donkey Boiler *60 lb*

st Survey No. *1* Port *Antwerp*  
Particulars of Examination and Repairs (if any) *for Annual Survey*  
(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  
The Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *Yes*  
If this was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?  
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?

The Boilers prepared to undergo the required Annual Survey were examined all inside and outside also their safety valves and found generally to be efficient.

The Engines were thoroughly overhauled, viz. both cylinders, pistons and valves, air, circulating, feed and bilge pumps, Condenser, crank shaft journals and pins, Thrust shaft tunnel shafting were opened up and the vessel being shored in dry Dock, the Propeller was removed, the Propeller shaft drawn in and the sea connections opened out.

On examination, found the Thrust shaft flawed about  $\frac{1}{3}$ rd the circumference in fore neck of forward 2<sup>nd</sup> collar and the remainder of the Machinery requiring only the ordinary overhauling which has been completed with, i.e. The Propeller shaft found efficient, was reconnected and a new solid Propeller fitted, the H-slide valve hole bored out for clearance of spindle; new Thrust shaft and new rings fitted, live shafting sighted; N<sup>o</sup> 1 tunnel bearing refilled, condenser tested and bad gerreuls removed.

The Main and the donkey Boilers were thoroughly cleaned and protection patches fitted in Port Boiler steam space after end to prevent further corrosion were removed and replaced by new; a few leaks in furnaces were caulked, 20 tubes renewed and new nuts fitted on fire through stays in combustion chambers. Main and donkey Boiler safety valves tested under steam and found in good working order.

## 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: thus, for example, B.S. 189, B. & M.S. 189, or J. L.M.C. 189, as the case may be.)  
The Machinery is now in good condition and the vessel, in my opinion eligible to remain as classed and to have the Notification *BMS 3, 91* recorded in the Register Book.

Fee of Registration Fee (per Sec. 27).....	£ 1 - 1 -	Fees applied for
Survey Fee (per Section 28).....	£ 3 - 3 - 0	189
Special Damage Fee (per Section 28).....	£ - 1 - 1 -	
Certificate (if required) as per margin.....	£ - 1 - 1 -	Received by me,
Swelling Expenses (if chargeable).....	£ - 1 - 1 -	26 <sup>th</sup> 3/ 1891

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

Committee's Minute  
Signed *BMS 3, 91*

TUES. 31 MAR 1891



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It is submitted that this vessel  
is eligible to have the notification  
B & M S. 3. 91 recorded.

31. 3. 91  
C. H. J.

LR-FAF-547-189

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



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