

Report of Survey for Repairs of Engines and Boilers.

No. 962

No. in Reg. Book. Survey held at *Antwerp* Date, first Survey *17th February* Last Survey *4th October 1884*
 81 on the Machinery of the *Jeon P. B. Nederland* (Number of Visits *fifteen*)

Tonnage, Gross *2839* Built at *Newcastle* When built *1873 6 mo*
 Ditto, Net *1819* Owners *M^{rs} An^d de Nav^e W^{il}g^hl^e Americain* Port belonging to *Antwerp*
 Diameter of Cylinder *40 1/4 30 1/2* Engines made by *Palmer's S. B. Co. Newcastle* When made *1875*
 Length of Stroke *42 inches* Boilers made by *5th and renewed by J^r Cochrane* When made *1884*
 Pressure of Steam *75 lbs* *Antwerp* Character in Register Book.
 Registered Horse Power *290* *14 Surveyed Afloat in Dry Dock at Hoboken (Antwerp)* *Classed + 100 AI*
 Last Survey No. *By M^{rs} 9.82*
 Port *S. B. Ant. N^o 2.82*

Particulars of Repairs and Examination

State cause of Repairs. Repairs from Damage to be separated from Repairs from other causes. *The greatest part of the Machinery taken to pieces and removed to undergo large repairs as also a throughout inspection and overhauling, viz:*

Removed the Cylinder and slide valve covers also caps of main and tunnel shafting bearings; condenser, sea cocks and valves, and pumps taken adrift, unshipped propeller, tail shaft drawn in, both main boilers and Donkey Boiler landed.

Found the low pressure cylinder not true, the forward crank shaft flamed in after fillet of crank pin and stern bush lining worn down. A good deal of the ballast tank top in fire room, boiler supports and coal bunker plating more or less eaten away by Corrosion.

Repairs done: Low pressure cylinder bored out 3/16"; body of piston of same turned up; new packing ring fitted; both cylinder piston rods put on the lathe and refitted; new neck bush and gland fitted to bottom of both cylinders; guides and slide valves examined; fitted new forward crank shaft; tunnel shafting certified and lined up true; stern tube bush relined with lignum vitae; all pumps and piping examined, overhauled and renewed where required; condenser refurnished and bottom compartment retubed; sea connections and valves on ship's side
P. T. O.

General Observations, Opinion, and Recommendation:—

The Engines and Boilers of this vessel, being now, in my opinion in good efficient and safe working condition and the Boilers as good as new, I would respectfully submit the same might be recorded in the Register Book L. M. C. 10.84 (same as the Sister Ship Switzerland) N. B. 84, S. B. Ant N^o 3.84

Survey or Registration Fee... £ — : — : —
 (per Section 27)
 Survey Fee (per Section 28) ... £ 9 : 9 : 0 received by me.
 Certificate (if required) ... £ — : 5 : 0 15/10 1884
 to be sent as per margin.
 Selling Expenses, if any, £

Committee's Minute

Signed

TUESDAY 14 OCT 1884

B I M S. 10.84

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



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overhauled; fitted new spring safety valves (four in number $5\frac{1}{2}$ "
diam. same size as former ones) Patterson, Hamilton & Co. patent,
and new main stop valve.

Inside of Boilers and bottom shell plates renewed as also
inside and part of ends of superheater, ballast tank tops in
fire room, bunkers and Boiler supports renewed.

To Donkey Boiler fitted new furnace and front plate of
same; new bottom back plate in combustion chamber new
flays and new tubes fitted in.

The above repairs being completed with good materials, the
required scabbings and good workmanship, the Superheaters and
and the Donkey Boiler were tested separately as fore by cold water
the firsts to 150 lbs and the latter to 100 lbs pressure.

the Main Boilers being reshipped and all fittings applied to,
were, on the 30th ult. tested by hydraulic pressure to 140 lbs to
which pressure some fresh joints gave way notably that of the
stop valve: the inside of the Boilers was found tight and
sound in every respect.

On the 3rd and 4th inst. when steam up, the safety
valves were set to the working pressure 75 lbs, the Boilers
found perfectly tight and the Engines, in motion,
working very satisfactory.

J. H. H. H. H.

It is submitted that this vessel is
desirable to have the certification
of the 1st class, also
Exp 84 in red.

14/10/24