

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

No. *44241*
 No. in Reg. Book *148* Survey held at *London* Date, first Survey *Oct 3rd* Last Survey *Oct 3rd 1884*
 on the Machinery of the *S.S. Ferdinand Vander Taelen* (Number of Visits *one*)
 Tonnage, Gross *1727* Built at *South Shields* When built *1874. 6*
 Ditto, Net *1114* Owners *S. P. Best* Port belonging to *Antwerp*
 Diameter of Cylinder *32 1/2* Engines made by *Cuseburn Eng Works Co* When made *1870*
 Length of Stroke *36* Boilers made by *Wigham Richardson* When made *1878*
 Pressure of Steam *70 lb* If Surveyed Afloat or in Dry Dock *Afloat* (State name of Dock.)
 Registered Horse Power *150* Classified *90A1*
 Last Survey No. *960* Port *Ant.* *SMC. 8. 81*

Particulars of Repairs and Examination *at request of Owners.*

(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.)

Examined steam chest, which is horizontal in uptake, had extra test holes bored in it. The thinnest part found to be 5/16" as stated in Antwerp report. At the longitudinal joint the thinnest part found to be 7/16" (original thickness and present thickness of some parts 8/16") The joint is double riveted and strength of joint is 70% so that the solid plate where reduced to 5/16" is still as strong as the joint at 7/16". The original pressure allowed was 80 lb per sq inch. With the reduced plate the superheater is therefore as strong for 70 lb per sq inch as the original thickness for 80 lb. In my opinion therefore there is no necessity as regards the superheater for reducing the pressure below 70 lb per sq inch.

It is to be noticed that the superheater is steel Mr Deemblon apparently was not aware of this, if it had been iron the reduction of pressure recommended would have been necessary.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing notification of the vessel's machinery in the Register Book, consequent upon this survey.)

In conjunction with Mr Deemblon's report of the remainder of the machinery & boilers I am of opinion that this vessel is eligible to have the notification LMC. 7. 84 recorded, the boilers & superheater to be resurveyed within 12 months as required by the Rules.

Office or Registration Fee (per Sec. 27) £ *4* : *0* : *0*
 Survey Fee (per Section 28) £ *4* : *0* : *0*
 Special Damage Fee (per Section 28) £ *0* : *0* : *0*
 *Certificate (if required) £ *0* : *0* : *0*
 Travelling Expenses (if chargeable) £ *0* : *0* : *0*

received by me, *J. F. E.*
90 1884

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

Committee's Minute

TUESDAY 7 OCT 1884

Assigned

J. F. E. L. M. C. 9. 84



Lloyd's Register
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