

Hamburg.
21st May 1895.

M. Berendt.

Messrs. Lees & Garbutt, representing the owners, procured on board of the British steamship Batavia, 1669/1095 Tons, of London, in order to ascertain and report on damage to the vessels machinery sustained by straining the Engines in heavy weather in order to keep the vessel of a lee shore, in the North Sea, during the last outward voyage from Hamburg to Batavia, the vessel at the time of the examinations being moored afloat at this port. For particulars see entries on March 24th, April 10th, 13th, 14th, 15th, 16th and 17th and May 5th 1895 in log books, extracts of which will be found attached.

I found the H. *gibber* barrel
liner cracked lengthwise in three.

places, the cracks opened so as to pass steam, six H. P. Ramsbottom piston packing rings broken, the H. P. piston rod chafed and gland and neck bushes badly worn out, the coupling bolts in forward web of intermediate crank slack, the coupling bolts in forward web of L. P. crank loose and the valve gear of the High Pressure and Intermediate Engines strained and worn.

I recommend that a new H. P. cylinder barrel liners be supplied and fitted in place, that the broken H. P. piston packing rings be replaced by new ones, the H. P. piston rod be drawn over in the lathe, new gland and neck bushes and new metallic packing be supplied and fitted to the H. P. piston rod, the H. P. crankshaft be properly adjusted between the guides, the position of the crankshaft be tested and gauged and if found true that the coupling bolt holes in the forward crankwebs of the intermediate engine be reamed up and new coupling bolts be fitted, that the coupling bolts in the L. P. forward crankwebs be drawn up and secured,

that the valve gear of the M.P. and
Intermediate Engines be lined up
where, found necessary and be adjusted,
finally that the working parts of the
Engines be overhauled and adjusted
for service.

The repairs recommended have
been executed to my satisfaction.

Tues £ 4. 14. 0
as per receipt.

W. Berendt.

