

Report of Survey for Repairs of Engines and Boilers.

No. 278

(Received at London Office, Dec 10/12/81)

No. in Reg. Book. *Survey held at New York* Date, first Survey *Nov. 21* Last Survey *Nov 21* 1881
1 on the Machinery of the *Steamship "Adelant"* (Number of Visits *2*)
 Tonnage, Gross *2748* Built at *Liverpool* When built *1872*
 Ditto, Net *2001* Owners *See Nav. Belg. & Amer* Port belonging to *Antwerp*
 Diameter of Cylinder *46" 80"* Engines made by *J. Dickinson* When made *1872*
 Length of Stroke *42"* Boilers made by *"* When made *"*
 Pressure of Steam *15 lb* ☒ Surveyed Afloat ☒ ☒ ☒ ☒
 Registered Horse Power *290* Classed *100A1*
 Last Survey No. *91* Port *Phl.*

Particulars of Repairs and Examination

During her passage to this Port, this ship broke the backing shoe of low pressure engine crosshead, this was replaced by a wooden one to complete the passage, and was here replaced by a new one, and the go-ahead shoe bolts replaced by new where required.

By an examination, to find the cause, of a heavy thump on the bottom centre of low pressure engine, it was discovered after taking the low pressure piston out, that a portion of the shoulder at the bottom of piston stroke, had not been completely removed all around by the workman who had been entrusted with clearing the counter bore at bottom of this cylinder, and broken piston springs were replaced. The forward crank pin has a seam or longitudinal fracture in the journal, it shows no increase of extension beyond the point mark indicated to have been made before the last voyage. This crank has a bush hole drilled through its pin, through which a fitted mild steel pin is forced by hydraulic pressure, and riveted over at the ends. The crank shaft is of the usual solid forged kind.

The boilers show no further signs of weakness from that indicated by your previously noted record. The patches at furnace ends of ash pit as well as those of manholes at joints of boiler show no signs of leaking.

General Observations, Opinion, and Recommendation:—

I consider the machinery & boilers of this in a sufficiently good and seaworthy condition to make her voyage to Antwerp, and back and on her return here it is understood she is to have a new shaft.

Entry or Registering Fee *£ 3*
 Survey Fee *£ 3*
 Certificate (if required) *£ —*
 Travelling Expenses, if any, £ *23*

received by me, *HW*
M 1881

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

Committee's Minute

Tuesday, December, 13th. 1881.

Assigned *No Record*

Crack Shaft to be



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It is submitted that this vessel is
eligible to remain as classed
subject to the draft of aft being
be examined on her return
to New York

Wm 17/12/18



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