

Port of New York.  
July. 6<sup>th</sup> 1852

J. Herman Binder Engineer

Mrs Peter Wright & Co. of  
of the Steamship "Holland" Dutch  
Hutchinson & Winters of said ship.  
(on 13<sup>th</sup> 1851 I visited her and gave  
in the main, and crank pin journal  
of the after section of crank shaft,  
appeared to be flawed, or fractured in  
transversely. A proper examination  
not to made with reference to its safety.  
It was taken out, and replaced by a  
one, and a further survey was made.  
The old one was exposed to daylight  
the way, but a circumferential  
was found, in the after part of, and  
extending fully one fourth of the per-  
circumference, of such a nature as to  
be built of its own axis, and further  
improved by the use of the





vertical seams before rained in both  
ends, and work pin journals.

The tallest pump, steam cylinder  
and long tube, the head of same broken,  
the rod broken, with the several other  
parts broken. The water cylinder also broken,  
a valve much damaged, beyond repair.  
Coke of piston rod bent, and the adjoining  
parts damaged.

Recommended a new steam pump of  
similar capacity of ~~very~~ set make.

The recommendation has been carried out  
and the pipe connections properly restored.

The main boiler owing was damaged  
the seas coming down the fire hatch,  
and much of the iron work bored and rusted  
and injured by sea water.

Recommended to clean, and well repaint  
iron work, and recover the boilers.

This at my last visit was being carried out.  
Union springs and swivels, having been  
damaged by the seas coming down the  
main hatch. Recommended this to be  
repaired, and secured in order to  
keep the same to a proper condition.  
This was being carried out.



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Lloyd's Register  
Foundation



sail. Inner typesail. Main  
mast destroyed. The accommo-  
dation hold ladders and  
damaged  
instruments, scuppers, and  
damaged  
Paint in main-  
d. screening. Bedding, and  
by the salt water  
not for further use

The circulating water discharge pipe from  
condenser was damaged. I recommended  
the defective part to be replaced by one  
of suitable strength of copper. This was  
properly carried out.

The winches, and their steam and exhaust  
pipes were damaged in various places inclu-  
ding the pipe coverings & parts of which were  
washed away, all of which I recommended  
to be restored to proper condition, which is  
being carried out. Also gear damaged stem gauge  
by pipe down. Whistle, pipe, brace and  
gear were damaged by the force of the seas.  
I recommended they be restored, which was  
done.

Examined the screw stem bearing &  
while in Dry Dock, found all in good order.  
All sea valves were examined and found  
good. Had new painted 3 ventilators. Four  
hundred new tubes. One new tube sheet. One  
new plates in combustion chamber. One new  
main sheet. Superheater repaired of main  
boilers. July 31<sup>st</sup> On final survey this day  
found all repairs completed to my satisfaction.

Bernard Winter

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