

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

No. 843 Date of Writing Report 13th June 1890 Port of Hong Kong (Received at London Office, WED 30 JULY 1890)

No. in Reg. Book. Survey held at Hong Kong Date, first Survey 10th June Last Survey 13th June 1890

983 on the Machinery of the Strathleven Master Berwick No. of Visits 2

Gross 2436 Net 1588 Vessel built at St Glasgow By whom Blackwood & Gordon When 1875 Boilers, when made (Main) (Donkey)

Registered Horse Power 220 Engines made at St Glasgow When 1875 Port Glasgow Voyage Europe, China, and Japan

No. of Main Boilers 2 Owners Burrell & Sons If Surveyed Afloat or in Dry Dock Class of Vessel & Machinery 100 A1

Team Pressure in Main Boilers 70 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 8.87

in Donkey Boiler -

Last Survey No. Port

Particulars of Examination and Repairs (if any) Thrust and Tunnel Shafting Survey.

(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

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

this was not done, state for what reasons?

Did what parts of the Boilers could not be thus thoroughly examined?

So what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

The vessel having stranded in the Saigon River on the 10th February last, being laden with a full cargo of Coals. On the vessel getting off the bank the Thrust bearing and Tunnel bearing were found to work hot, and continued to work warm while under weigh.

The caps being taken off the different bearings carefully examined shafting and found indications of the different bearings having been working hot. And the cause I consider arising from the straining of the vessel while on the ground. Recommended the Thrust and Tunnel shafting Coupling bolts be taken out and relined up.

The Thrust shaft and intermediate length of Shaft, next the Thrust, were disconnected and found to be slightly out of line. The bearings of these shafts were relined up and shafting Connected

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.O. 1/89, as the case may be.)

or Registration Fee (per Sec. 27) £ 3⁵⁰

Survey Fee (per Section 28) £ 11²⁵

Additional Damage Fee (per Section 28) £ :

Signature (if required) as per margin £ :

Selling Expenses (if chargeable) £ :

Fees applied for 13.6 18 90

received by me, 25.6 18 90

£ 26⁵⁰

Andrew Johnston

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

Committee's Minute

Signed As now

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

This submitted that this Board
is eligible to remain
as elected.

W.A.
20.7.90

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN

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Foundation