

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

No. *794* Date of Writing Report *Sept-15<sup>th</sup> 1894* Port or *Yokohama*  
 Survey held at *Yokohama* Date, first Survey *Sept-6<sup>th</sup>* Last Survey *Sept-14<sup>th</sup> 1894*  
 on the Machinery of the *British Steamer Strathleven* Master *R. Cormick* No. of Visits *3*  
 Gross *2436* Tonnage Net *2257* Vessel built at *Port Glasgow* By whom *Blackwood & Gordon* When *1875*  
 Registered Horse Power *220* Engines *Triple in 1889* Boilers, when made (Main) *1889* (Donkey) *1884*  
 No. of Main Boilers *Two* Owners *Messrs Burrill & Son* Port *Glasgow* Voyage *New York*  
 Steam Pressure in Main Boilers *160 lbs* If Surveyed Afloat or in Dry Dock *Afloat*  
 in Donkey Boiler *54 lbs* Class of Vessel & Machinery *+100A1*  
 Last Survey No. *992* Ports *Sept 4-3-10.89*  
 Particulars of Examination and Repairs (if any) *+NB.10.89 LMC.10.89*

(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 Main Boiler separately and make a thorough examination at this time? *Yes, carefully & separately exam<sup>d</sup>*  
 Do. " Donkey " *Yes, carefully examined*  
 this was not done, state for what reasons?  
 and what parts of the Boilers could not be thus thoroughly examined? *All parts of main Donkey boilers were accessible.*  
 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?  
 Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes, each valve, seat, spring &c examined.*  
 what pressure were they afterwards adjusted under steam? *Adjusted under steam to blow off at 165 lbs.*  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes, both valves, seats &c exam<sup>d</sup>*  
 what pressure were they afterwards adjusted? *The valves lifted under steam at 54 lbs.*

The above British Steamer "Strathleven" arrived at Yokohama August 23<sup>d</sup> when her charter with the Japanese Yusen Kaisha for two months expired.

## Special Survey Machinery and Boilers.

*Inquire.* All necessary parts of machinery opened out for inspection and found in good condition, the following overhauled and repairs, having been effected.  
 Main bearings, crank pins, thrust and dummy bearings & brasses overhauled & examined throughout. Thrust collars were lined up.  
 Cylinders, pistons, springs &c, slide valves, faces & all valve gearings examined. Low Press. slide valve refitted on spindle. Guides & piston rods examined, & one new crosshead brass fitted.

### General Observations, Opinion, and Recommendation:

State clearly what alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey: (thus, for example, B.S. 191, B.C.M.S. 191, or L.M.C. 191, as the case may be.)

*Recommendations made by me were carried out. To my satisfaction the requirements of the Society's Rules fulfilled. I recommend that the record L.M.C. 9.94 be made in the Register Book the case of this vessel & a certificate be granted.*

Registration Fee (per Sec. 27) £ 1 1  
 Fee (per Section 28) £ 2 2  
 Damage Fee (per Section 28) £ 2 2  
 Expenses (if chargeable) £ 1 1  
 2 MACHINERY CERTIFICATE £ 5  
 Total £ 12 0  
 Received by me, *18*

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

*Attest*  
 Engineer-Surveyor

Committee's Minute *TUES. 23 OCT 1894*

*TUES. 13 NOV 1894*

*SURVEYOR TO LLOYD'S REGISTER*  
*TUES. 26 MAR 1895*





Engines cont. Air, circulating, feed & bilge pumps, plungers, valves, & tests exam<sup>d</sup> & overh<sup>d</sup>.

Donkey engines & all connections exam<sup>d</sup> & overh<sup>d</sup> & a quantity of other small repairs &c effected.

Main Boilers. Two, cylindrical multitubular, single ended, with three Purvis ribbed furnaces in each boiler. Thoroughly cleaned & sealed & carefully examined throughout & found them in excellent condition & no appearance of any corrosion. No repairs to the boilers were necessary, except a few luffe plates, which were renewed. Safety valves thoroughly exam<sup>d</sup> & all necessary boiler cocks & valves overhauled.

Donkey Boiler. Vertical, cylindrical, multitubular. Thoroughly cleaned & sealed & carefully examined throughout & found in very fair condition.

The internal surfaces are more or less corroded especially under the front tube plate, but not to any serious extent. The back tube plate is slightly drawn out of line towards the combustion chamber, in two places running horizontally by the two top & bottom cross stays. This probably has been caused by an accumulation of deposit at some time between the plate & these stays, which are very close to each other on this occasion <sup>the boiler</sup> was closed. The tube stays are, in good order however, & to lock up the tube plate well, & are perfectly safe at the pressure fixed, of 54 lbs. The tube stays have nuts in front & are screwed into the back tube plate. I am also informed that the tubes have recently <sup>been</sup> renewed. They appear in very good order.

Safety valves exam<sup>d</sup> & overh<sup>d</sup> & tested under steam, the pressure being fixed at 54 lbs.

The Engines & Boilers &c are now in good order & safe working condition.

*Attest*

On acct of ten years  
a few small repairs were effected to  
the engine

It is submitted that  
this vessel is fit to be put  
to sea

THE REGULAR L.M.C. 9-93 and

B.S. 9-94

D.B. pressure to be

entered in the Register

Book at 54 lbs

W.A.

19-10-94

LR-FAS-549-96



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