

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

(Received at London Office 6 JUN 85)

Date of writing Report *June 5th 1895* When handed in at Local Office *June 5th 1895* Port of *Aberdeen*

No. in Reg. Book *451* Survey held at *Aberdeen* Date, First Survey *June 1st 1895* Last Survey *June 5th 1895*

on the Machinery of the Wood, Iron or Steel *S.S. "Sunmore"* Master *Harold*

Tonnage Gross *1282* Net *820* Vessel built at *Ayr* By whom *S. & Co. Wright & Co* When *1888*

Registered Horse Power *47* Engines made at *Glasgow* When *1888* Boilers, when made (Main) *1885* (Donkey) *1888*

No. of Main Boilers *one* Owners *James D. S. Gordon* Port *Leith* Voyage *Burntisland*

No. of Donkey Boilers *one* If Surveyed Afloat or in Dry Dock *in Dry Dock*

Steam Pressure in Main Boilers *160* (State name of Dock.)

in Donkey Boilers *70*

Last Survey No. *13662* Port *Leith*

Particulars of Examination and Repairs (if any)

(Periodical surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Particulars of Classification (which must be inserted in Register Book & Supplement).

CHARACTER, for Special Survey, Date of last Survey, and of Periodical Surveys.	MAINTAINED AND REPAIRED.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 A. 1. 1. 94</i>	<i>+L.M.C. 10. 93</i>	
<i>S.S. 2th 201-93</i>	<i>BS. 3. 95</i>	

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " "

If this was not done, state for what reasons?

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

Also 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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

In accordance with a request from the owner, the main boiler of this vessel has been examined inside & outside. One stay tube in the combustion chamber has been cut out & the thread found to be perfect. There appears to be no signs of straining action on any of the tube ends all of which are tight. The back tube plates tried with a straight-edge & all found fair with the exception of the centre one which is $\frac{1}{8}$ " convex in the centre in the way of the third row of tubes from the bottom. This is probably as originally constructed; but to be on the safe side, two additional stays have been fitted near this part of the tube plate. A new tube (stay) fitted in place of the one cut out. The safety valves adjusted under steam to 160 lbs per sq. inch - See Cardiff reports No 13662 & Leith reports No 1680 on this case, also my letter of the 1st inst. -

General Observations, Opinion, and Recommendation:

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 4.94, B.C.M.S. 4.94 or S.L.M.C. 4.94, 140 lb., F.D., &c.)

This vessel's main boiler appears to be in good condition, eligible in my opinion to remain as classed & to have the increased pressure of 160 lbs noted in the Reg. Book.

Office or Registration Fee (per Sec. 27) *£ 1*

Survey Fee (per Section 28) *£ None*

Special Damage Fee (per Section 28) *£ 1*

Travelling Expenses (if chargeable) *£ 1*

Fees applied for

16

Received by me,

16

*State if Certificate is required

Committee's Minute

FRI 7 JUN 1895

Assigned

Maurice Puleon

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



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ABN42-0208

4962 ABN

The furnaces though not truly circular are not down at all locally & appear quite safe. The end seam which is double riveted is cracked in the case of one or two of the furnaces but there is no sign of leakage & an arch of bricks is built round the furnace tops to protect these joints from the impact of the flames. —

Maurice Pitson

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

The Main Boiler has been
re-riveted & found in good
condition, two additional

flues have been fitted in
the boiler plate

It is submitted that
this vessel is eligible to
remain AS CLASSED. No
have the original
Boiler here were
Fig 160 lb new
recorded in the
Reg. Book
4962
6.6.95



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