

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

No. 5788 Date of Writing Report November 27, 1888 Port of Dundee
 No. in Reg. Book. Survey held at Dundee Date, first Survey 18 Sept. Last Survey 23 Nov. 1888
 1410 on the Machinery of the Iron S.S. Rover Master Wolverton No. of Visits 15
 Gross 949 Vessel built at Sunderland By whom Mounsey & Foster When 1875. 4
 Net 602 Engines made at Dundee When 1888 Boilers, when made (Main) 1888 (Donkey) 1888
 Registered Power 110 Owners General Steam Navigation Co. Port London Voyage Type
 Main Boilers One If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100 A1
 Main Boilers 150 (State name of Dock.) L.M.C. 2.84.
 In Donkey Boiler 80 (As in Register Book) L.M.C. 2.84.

1st Survey No. Port Particulars of Examination and Repairs (if any) S. N. 3.

(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?

If this was not done, state for what reasons?

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?

Engine altered to triple expansion by fitting a new cylinder 10 in dia on top of the low pressure cylinder. Old cylinder opened for examination. pistons, springs, faces, sticks etc. found in good condition. crankshaft found defective in after pin, and spare crankshaft fitted. intermediate shafting examined and found good. condenser opened, cleaned and found good. sea cocks examined and the blow off even shifted to another position to suit the new boiler. propeller and after part of tailshaft examined. All pumps taken adrift, examined and found in good condition. feed pumps removed from main engine, and Worthington pumps fitted instead. one of them 2 in water cylinder, 5 in stroke and 5 1/4 in steam cylinder and another 4 in water cylinder, 4 in stroke and 4 1/2 in steam cylinder.

One of these pumps is only used at a time, and the other is fitted as a standley.

The particulars of the new main boiler and donkey boiler are given on the first entry report annexed.

General Observations, Opinion, and Recommendation:—The machinery is now in good condition and safe working order, and the requirements of the Rules for S. N. 3 have been complied with. This vessel is in my opinion eligible to remain as classed, and to have the Notification L.M.C. 1188 + N.B. 88 recorded in the Registerbook.

(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.)
 Office or Registration Fee (per Sec. 27) £ 2 : - : - Fees applied for
 Survey Fee (per Section 28) £ 8 : - : - 27 Nov. 1888
 Special Damage, Fee (per Section 28) £ : : :
 *Certificate (if required) as per margin £ : 2 : 6 received by me
 Travelling Expenses (if chargeable) £ : : : 7/12/1888
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. R. Heydell

Committee's Minute TUES 4 DEC 1888
 Assigned LMB 11/88 + N.B. 88

It is submitted that this vessel
is eligible to have LMC 11.88

7 + 413 88 recorded

Adl

3.12.88



© 2019

Lloyd's Register
Foundation