

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

No. 4096

(Received at London Office,

THURS 10 SEPT 1885

No. in Reg. Book. 437

Survey held at

Glasgow

Date, first Survey 13th August Last Survey 29th Aug^r 1885

on the Machinery of the

"S. S. Arammore"

(Number of Visits Year Month 4

Tonnage, Gross 833

Built at Renfrew

When built 1881 4

Ditto, Net 419

Owners Clyde Shipping Co

Port belonging to Glasgow

Diameter of Cylinder 26.54

Engines made by W. Simons & Co

When made 1881

Length of Stroke 48

Boilers made by Do

When made 1881

Pressure of Steam 95 lbs

If Surveyed Afloat or in Dry Dock Both English Ship

Classed 100A.1 10-84

Registered Horse Power 170

+ L.M.C. 5-81.

Last Survey No.

Port

Particulars of Repairs and Examination S. S. N^o 1. also on account of damage.

(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.)

The machinery of this vessel opened out for survey & there were examined the cylinders, pistons, slide valves, crankshaft & shafting, pumps, pipes & also the main & donkey boilers over all parts, safety valves & connections.

Crankshaft lifted & main bearings adjusted. Propeller shaft removed - brass liner on Forward end of shaft black & about twelve inches has been cut away.

Donkey boiler safety valve spring corroded & has been replaced by a new one. Small patch on outside of shell, at bottom, on account of corrosion.

Steam raised in main & donkey boilers & safety valves adjusted.

owing to damage sustained to this vessel through having collided in the river Clyde with the S. S. "Concordia" the main boiler blow-off cocks on the ship side & on the boiler, together with the pipe have been removed & repaired. To facilitate repairs whilst the motion valves & tank pipes in way of engine space were removed & have been satisfactorily replaced.

It is submitted that this vessel is eligible to have the notification of L.M.C. 8-85 recorded, the boilers being subject to re-survey as per Rule 10/9/85

General Observations, Opinion, and Recommendation :—

(State clearly what alteration, if any, is suggested to be made in the existing notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The above mentioned repairs have been satisfactorily carried out. I am of opinion the machinery is now in good & safe working condition & eligible to be classed + L.M.C. 8-85. in the Register Book.

or Registration Fee (per Sec. 27) £ : :

Survey Fee (per Section 28) £ 4 : 4 :

Additional Damage Fee (per Section 28) £ 1 : 1 :

Certificate (if required) £ : :

Selling Expenses (if chargeable) £ : :

received by me, 9/9/1885

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

Committee's Minute

FRIDAY 11 SEPT 1885

Assigned

+ J. M. S. S.

Lloyd's Register Foundation

GLS151-0025

deck renewed, the deck shafts refastened, and the main, bridge and poop decks caulked. The damaged fittings on the bridge deck and elsewhere all made good as recommended in the accompanying copy of damage report. The ballast tank under the machinery tested with water pressure after the repair of the damage to the side of the vessel; the bottom cleaned and recoated.

As part of the S.S. No. 1. the following has now been done; the liner boards and loose ceiling lifted in each cargo hold, the fore peak tank, and each of the double bottom tanks tested as per rule. Also the insides of each of these tanks (with the exception of the main or No. 2. tank) examined.

In the fore peak tank a few rivets in the beam knees and panting ties were found slack, and the throats of the knees of a few of the beams were found slightly cracked. These slight defects the Owners intend to repair in a few weeks time from the present, when the vessel can be conveniently detained for the purpose. The inside of the main tank will also be prepared for examination at the same time, and then the requirements of the S.S. No. 1. will have been fully complied with.

G. Stanbury.



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