

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

No. *4824* Port of *Glasgow*

(Received at London Office,

THURS 3 MARCH 1887

No. in Survey held at  
Reg. Book. *1065* on the Machinery of the

*J. S. Suez*

Date, first Survey *21<sup>st</sup> Feb<sup>y</sup>* Last Survey *23<sup>rd</sup> Feb<sup>y</sup> 1884*

(Number of Visits *3*)

Tonnage, Gross *2145*

Built at *Newcastle*

When built *1874-9*

Ditto, Net *1388*

Owners *Nelson Donkin & Co*

Port belonging to *London*

Diameter of Cylinder *36<sup>in</sup> 6<sup>8</sup>*

Engines made by *North Eastern Marine Eng<sup>rs</sup> & L<sup>td</sup>* When made *1874*

Length of Stroke *45<sup>in</sup>*

Boilers made by *Do* When made *1874*

Pressure of Steam *70<sup>lbs</sup>*

If Surveyed Afloat or in Dry Dock *Both. Green Dry Dock* Classified *100 A.1. 1-86*

Registered Horse Power *250*

L. M. C. *3-78*  
B. S. *2-85*

Last Survey No. Port

Particulars of Repairs and Examination *Annual Survey of Boilers also damage survey on one length of tunnel shafting.*  
(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 main & donkey boilers of this vessel opened out for annual survey and they were examined over all parts, safety valves overhauled. When the vessel was in Dry Dock the sea cocks & spahes, propeller & fastenings all examined. No opportunity afforded for further survey. The shell plates of donkey boiler at about water level somewhat wasted by corrosion. hole drilled in worst place & thickness ascertained. holes also drilled in furnace crown & shell crown plates. Steam raised in boilers & safety valves adjusted. The donkey boiler valve has now been set to 30 lbs per sq inch, the pressure being reduced on account of thickness of shell plates.

At the request of the Owners Superintending Engineer. Mr. Rantkin, a survey was held on one length of tunnel shafting as set forth in accompanying report, and as the damage took place some time ago it was explained that until the arrival of the vessel at this Port no opportunity afforded itself for making the necessary examination. The shafts in question were replaced by new ones at time of accidents.

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.)

I am of opinion the boilers of this vessel are now in safe working condition at their respective working pressures and eligible for the certification B. S. 2-87 in the Register Book.

*Submitted that this vessel is eligible to have B.S. 2-87*

Office or Registration Fee (per Sec. 27) £ : :  
Survey Fee (per Section 25) £ *2 : 2*  
Special Damage Fee (per Section 28) £ *2 : 2*  
Certificate (if required) £ : :  
Travelling Expenses (if chargeable) £ : :

received by me, *28/2/87*

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

Committee's Minute

FRIDAY 4 MARCH 1887

Assigned

*B. S. 2, 87*



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