

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

No. *7984* (Received at London Office, **TUESDAY 31 MAY 1887**)
Port of *Glasgow* Date of Writing Report *May 26th* 1887
No. in Reg. Book. Survey held at *Glasgow* Date first Survey *6th May* Last Survey *24 May 1884*
173 on the Machinery of the *S S Pearl* (No. of Visits *6*)
If Surveyed Afloat or in Dry Dock *Afloat* Vessel built at *Paisley* in 1885 Engines made in 1885
No. of Main Boilers *One* Made in 1885 Donkey Boiler made in 188 Working Pressure, Main Boilers *90* lbs.;
Working Pressure, Donkey Boiler *50* lbs.; Owners *W. Robertson* Port *Glasgow*
Last Survey No. *7322* Port *GL* Class of Vessel and Machinery *100 A. 1 2 86. + LMC 9-85*
(As in Register Book).

Particulars of Repairs and Examination *Damage Survey*

(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? *No.*

If this was not done, state for what reasons? *Damage survey on engines only*

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

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? *I*

Visited this vessel at the request of the owners to examine & report on damage to machinery when starting the engines in preparation for a voyage from Port Glasgow on the 5th instant. Copy of Damage Report appended hereto.

Found the Low Pressure engine disabled with broken piston & cylinder and piston rod bent. The piston was broken in several places - piston ring in four pieces - packing ring in three pieces and two of the joint ring bolts were also broken.

The cylinders were disconnected from the columns and removed to the shop. The piston rod was cut and a new end welded on. A new complete piston & cylinder have been fitted - all the parts connected and the whole tried under steam.

One of the piston springs appears to have worked loose and reduced the thickness of the metal immediately above & below, though the fractures have not passed through these parts.

The crankshaft & connecting rod were examined & do not show any signs of injury.

The new piston packing ring was not delivered in time to be fitted in place without detaining the vessel - the old one was therefore temporarily repaired. The new one is now made.

General Observations, Opinion, and Recommendation: *I forwarded to the vessel.*
(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.)

The above mentioned repairs have been satisfactorily carried out by Messrs W. King & Co. and I am of opinion this machinery is now in good & safe working condition & eligible to remain as classed in the Register Book.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	<i>25/5</i> 1884
Special Damage, Fee (per Section 28)	£	3	3	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	<i>25/5</i> 1884

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

Committee's Minute **FRIDAY 3 JUNE 1887**

Assigned *✓*

7984-96

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this vessel is
eligible to remain as classed

DF

3/15/87



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