

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

TUESDAY 31 MAY 1887

No. 7984 Port of Glasgow
 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) Tons, Net 199 Gross 431
 If Surveyed Afloat or in Dry Dock Afloat Vessel built at Parley 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. 4322 Port Gb. Class of Vessel and Machinery 100A.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? —

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? —

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 - jamming 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: — & forwarded to the vessel.

The above mentioned repairs have been satisfactorily carried out by Messrs Wm 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 <u>25/5</u> 1884
Survey Fee (per Section 28)	£	:	:	
Special Damage Fee (per Section 28)	£	3	3	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
				Received by me, <u>25/5</u> 1884

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

Committee's Minute FRIDAY 3 JUNE 1887

Assigned ✓



7984-90

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

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3/15/87



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