

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

8242

No. 8242 Date of Writing Report Nov 30th 1887 Port of Glasgow (Received at London Office, THURS 1 DEC 1887)
 No. in Survey held at Glasgow Date, first Survey 15th Nov^r Last Survey 29th Nov^r 1887
 Reg. Book. 909 on the Machinery of the S. S. Stranmore Tons, Net 419 Gross 833
 If Surveyed Afloat or in Dry Dock English slip. Vessel built at in 18 Engines made in 18 in 18
 No. of Main Boilers Two Made in 18 81 Donkey Boiler made in 18 81 Working Pressure, Main Boilers 95 lbs.;
 Working Pressure, Donkey Boiler 40 lbs.; Owners Clyde Shipping Co. Port Glasgow
 Last Survey No. Port Class of Vessel and Machinery 100A.1.8-86 + L.M.C.8-85
 (As in Register Book.) S.S. Gls. No. 1-86.

Particulars of Repairs and Examination Annual
 (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? Yes
 If this was not done, state for what reasons? ✓
 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? ✓

The machinery & boilers of this vessel opened out for survey and there were examined the cylinders - pistons, slide valves - crankshaft & shafting, pumps & pipes - also the main & donkey boilers on all parts, safety valves & other mountings.
 When the vessel was on the slipway the sea connections were all overhauled propeller runned & refitted - shaft drawn into tunnel, but not examined by me.
 The old flaw in the Forward crank pin does not appear to have extended since last examination, and is not of present importance -
 The feed pump valves on main engine were removed to shop & faced up.
 Donkey boiler internally somewhat corroded near uptake & shell plates adjacent thereto reduced in thickness - holes drilled in plates & thickness ascertained to be sufficient for working pressure - 40 lbs per sq inch -
 Wrote to Owners regarding this & recommended that a new boiler be fitted

General Observations, Opinion, and Recommendation :—
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of vessel's machinery in the Register Book, consequent upon this survey.)

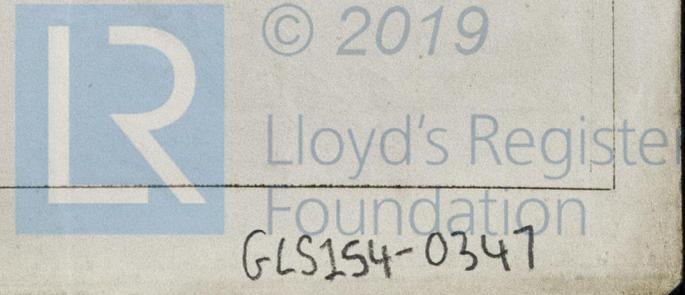
These engines & boilers are now in good & safe working condition and in my opinion eligible to be classed L.M.C. 11 87 in the Register Book, subject to the donkey boiler being examined in not more than six months from this date or a new one fitted in its place.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 25)	£	2	2	30/11 1887
Special Damage, Fee (per Section 25)	£	:	:	received by me, 30/11 1887
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute FRIDAY 2 DEC 1887

Assigned J. L. Mc 11. 87



The Surveyor is requested to sign the name of the Surveyor in the full of the Ship Yes

Insert Character of Ship and Machinery precisely as in the Register Book.

8242. 98

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 have the notification
+ Lamb 11.87 recorded subject
to the recovery of donkey
boiler in 6 months and
the main boiler as per
Part 1.

DD
1/12/87



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