

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

No. 8392 Date of Writing Report March 10 1888 Port of Glasgow
No. in Reg. Book. Survey held at Glasgow Date, first Survey Feb 5 Last Survey Feb 5 1888
795 on the Machinery of the S S Annie (No. of Visits One) Master J. Linton Tons 785 Net 1285 Gross
If Surveyed Afloat or in Dry Dock Afloat Vessel built at Sunderland in 1877 Engines made in 1877
N.H.P. 110 No. of Main Boilers 2 Made in 1877 Donkey Boiler made in 1877 Working Pressure, Main Boilers 70 lbs.;
Working Pressure, Donkey Boiler 10 lbs.; Owners J. Taylor & Co Port London
Last Survey No. 795 Port Glasgow Class of Vessel and Machinery 90A.1-87 L.M.C. 8-86.
(As in Register Book.)

Particulars of Repairs and Examination Annual Survey of Boilers

(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 main & donkey boilers of this vessel opened out for survey and examined over all parts. The general condition of the main boiler is fairly good, there was very little leakage externally, and internally the plates are scarcely affected by corrosion. The tubes, however, appear to be getting very thin. When new ones have been put in at this time, and at the time of survey the owners superintendant was recommended to take an early opportunity for having the boilers re-tubed. An old defect of bulging in the furnace of donkey boiler does not appear to extend, screwed stays have been fitted in several places immediately above the level of fire bars. The uptake was found much wasted by corrosion. Two holes were drilled at about the water level and the plate found to be very thin. Recommended that the defective part be cut out, and until repairs be executed the boiler be put out of use.

The safety valves were not opened out. It was recommended that they should be examined at the next survey in six months time. Appended hereto is a letter to the Owners regarding the Donkey boiler.

General Observations, Opinion, and Recommendation:—

(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 donkey boiler is not in safe working condition and the Owners were recommended not to use it until repairs have been effected. The main boilers are in safe working condition and it is submitted that the notification B.S. 3-88 be made in the Register Book subject to their being again examined by one of the Society's Surveyors in six months from this date in respect of the condition of the tubes.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	2	2	6/3 1888
Special Damage Fee (per Section 28).....	£	:	:	
Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

Received by me: *atls* 23/3/1888

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

Committee's Minute
Assigned *90A1 1/88*
BS 3/88 subject
Lloyd's Register Foundation
ULS155-0100

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It is submitted that this vessel is eligible to have the notification 1353-88 recorded subject to the recovery of 1000 barrels in 6 months & the tanker be not being used in its present condition.

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ARE REQUESTED NOT TO WRITE ACROSS THEM ANY MORE ON THE UPPER PART OF THIS SIDE OF THE FORM