

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

(Received at London Office, _____)

No. 8400 Date of Writing Report August 10th 1888 Port of Glasgow
 No. in Reg. Book 843 Survey held at Glasgow Date, first Survey 23rd July Last Survey 1st Aug^r 1888
 on the Machinery of the S.S. Ardarchan Master J. Edmondson Tons 741 Net 1174 Gross
 If Surveyed Afloat or in Dry Dock Inflis slip Vessel built at Port Glasgow in 1880 Engines made in 1880
 N.H.P. 98 No. of Main Boilers 2 Made in 1880 Donkey Boiler made in 1880 Working Pressure, Main Boilers 70 lbs.;
 Working Pressure, Donkey Boiler — lbs.; Owners Ardan S.S. Co. Ltd (Clark & Service) Port Glasgow
 Last Survey No. _____ Port _____ Class of Vessel and Machinery 100A.1.5-87. + L.M.C. 8-88
 (As in Register Book.) S.S. Cls. N^o. 84. B.S. 5-87.

Particulars of Repairs and Examination Special survey No. 2
 (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 of this vessel opened out for survey and there were examined the cylinders, pistons, slide valves, crankshaft & shafting pumps & connections also the main & donkey boilers over all parts, safety valves &c.

When the vessel was on the slipway the sea cocks & valves were all overhauled the propeller removed and shaft drawn in for examination when it was found to be reduced in diameter through corrosion at aft edge of brass liner, it has therefore been entirely removed and a new one fitted in its place. The new shaft was examined while rough turning & finishing in the engineers works. The propeller was taken to shop & refitted. The pumps were all thoroughly overhauled and a new chamber fitted in circulating pump.

The donkey boiler was cleaned & treated throughout. On account of a defect in the lower cross water tube, the tube has been cut out and riveted plate put on to furnace.

The old corrosion in main boiler does not appear to have extended since last survey. Externally all leakages have been attended to, and at the bottom back ring seam a covering plate has been put on, there not being enough room left in new ribs.

The vessel has now sailed, but no opportunity was afforded for making the usual examination under steam.

General Observations, Opinion, and Recommendation: —

Appended hereto is the Report on Forging of new propeller shaft. I am of opinion the machinery of this vessel is now in safe working condition and eligible to be noted + L.M.C. 8-88 subject to the usual examination under steam and the setting of the safety valves to the working pressure being carried out of which the owners have been advised at perusal of letter appended hereto.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	4	4	8/8 1888
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	8/8 1888

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

Committee's Minute _____ TUES 14 AUGUST 1888 TUES 4 DEC 1888 TUES 1 JAN 1889

Assigned _____



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8700gls

It is submitted that this
mass will be eligible to
have + the C. S. 88
recorded when the
Main & Don Key
Order Safety
belows have
been adjusted

W. J.
13. 8. 88



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THE SURVEYORS ARE REQUESTED NOT TO WRITE IN THE MARGINS OF THIS PART OF THE REPORT