

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

No. *8454* Date of Writing Report *August 31<sup>st</sup>* 1888 Port of *Glasgow*  
 No. in Reg. Book, Survey held at *Glasgow* Date, first Survey *17<sup>th</sup> Aug* Last Survey *27<sup>th</sup> Aug* 1888  
*128* on the Machinery of the *S.S. Victoria* (No. of visits) Master *J. E. Martin* Tons *1047* Net *1620* Gross  
 If Surveyed Afloat or in Dry Dock *Heidenreichs Dock* Vessel built at *Glasgow* in 1887 Engines made in 1887  
 N.H.P. *170* No. of Main Boilers *✓* Made in 1887 Donkey Boiler made in 1887 Working Pressure, Main Boilers *160* lbs.;  
 Working Pressure, Donkey Boiler *✓* lbs.; Owners *S.S. Victoria & Co. Ltd. MacLay & McQuhrie* Port *Glasgow*  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery *100 A. 1. 4-10 + L. M. C. 10-87*  
 (As in Register Book).

## Particulars of Repairs and Examination *Damage*

(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? *No puny due*

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? *✓*

*On account of damage sustained on the 2<sup>nd</sup> June through grounding in the Dumbie this vessel was placed in Dock for repairs. To facilitate the repairs to hull the stern tube was removed - shaft drawn into tunnel and all parts in connection with the machinery at the aft part of the vessel removed.*

*The propeller shaft was taken to the shop and put in lathe to ascertain if it had sustained any damage, when it was found to be quite straight and in good condition over all parts.*

*The crankshaft was opened out and examined over all parts - it does not appear to have sustained any injury -*

*The cylinders & pistons were all overhauled - the intermediate engine piston rod was taken to shop and tried in lathe as it had given a little trouble when the engines were first started after the accident, but it was found all right.*

*Connecting rods disconnected, examined and found in good condition.*

*The engine seating, holding down bolts, main bearing bolts, boiler stools and brackets all examined and they were all found in good order.*

*The slide valves & pumps were not opened out during this survey, but it appears from the Engineer's Log Book that all these parts have been examined since the 2<sup>nd</sup> June.*

*Sea connections all examined - Four new blades fitted to propeller on account of old ones being*

General Observations, Opinion, and Recommendation: *broken at the tips - shafting righted & tied up*  
 (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.)

*All the parts that were disconnected have now been satisfactorily replaced and I am of opinion the machinery is in good & safe working condition and eligible to remain as classed in the Register Book.*

Office or Registration Fee (per Sec. 27).....	2	:	:	Fees applied for
Survey Fee (per Section 28).....	2	:	:	<i>1/9</i> 1888
Special Damage, Fee (per Section 28).....	2	2	2	<i>(Signature)</i>
Certificate (if required) as per margin.....	2	:	:	
Travelling Expenses (if chargeable).....	2	:	:	Received by me, <i>3/9</i> 1888

*Walker & Robson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 7 SEPT 1888*

Assigned



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

27  
4/9/88



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