

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

No. *8454* Date of Writing Report *August 31st* 1888 Port of *Glasgow*
 No. in Reg. Book, Survey held at *Glasgow* Date, first Survey *17th Aug* Last Survey *27th 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 *Henrietta's 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 & Co. Ltd.* 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 2nd June through grounding in the Damsbe 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 2nd June.

Sea connections all examined - Four new blades fitted to propeller on account of old ones being broken at the tips - shafting righted & lined up.

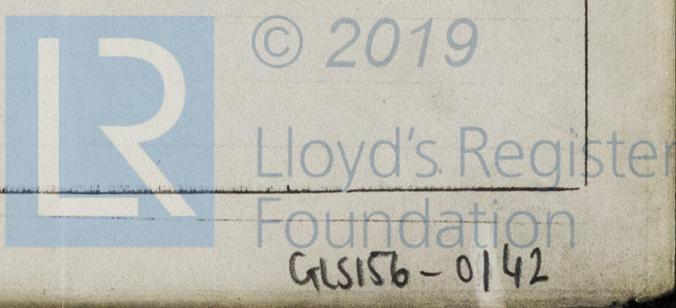
General Observations, Opinion, and Recommendation: *All the parts that were disconnected have now been satisfactorily replaced and I am of opinion the machinery is in good & safe working condition and eligible to remain as classed in the Register Book.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 25).....	£	:	:	<i>1/9</i> 1888
Special Damage, Fee (per Section 25).....	£	2	2	} <i>W</i>
Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	<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



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

8754-92

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.

DF
4/9/88



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