

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

No. 8941

No. in Reg. Book. Survey held at

Port of Glasgow

(Received at London Office,

Date of Writing Report

January 15th 1889

Date, first Survey

Last Survey

1889

No. of Visits

4

1143 on the Machinery of the

S S Lamington

Tons, Net 1277

Gross 1958

If Surveyed Afloat or in Dry Dock

Afloat

Vessel built at

Port Glasgow

in 1881

Engines made in 1881

No. of Main Boilers

1

Made in 1881

Donkey Boiler made in 1881

Working Pressure, Main Boilers 80 lbs.;

Working Pressure, Donkey Boiler 50 lbs.;

Owners S S Lamington & Co (Rachum & Verel)

Port Glasgow

Last Survey No.

Port

Class of Vessel and Machinery 100 A. 1. 11. 87.

A. 1. * 1.

Particulars of Repairs and Examination Annual Survey of Boilers.

L. MC. 3. 85. B. S. 11. 87.

S. S. No. 1. 85

(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? Main boiler only inside

If this was not done, state for what reasons? Donkey boiler too hot & not cleaned.

And what parts of the Boilers could not be thus thoroughly examined? Inside of donkey boiler.

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?

Examined the main boiler of this vessel over all parts also the donkey boiler excepting the inside.

Main boiler combustion chamber stays are reduced in thickness through corrosion and require to be renewed.

Externally, the Aft ring seam at bottom has been leaking and many of the rivet heads are much reduced by corrosion.

Time did not allow of the necessary repairs being carried out this voyage and it has been arranged to complete the survey on the vessel's return.

Externally the donkey boiler was found in fair condition. Old defect in furnace appear not to be any worse. Some repairs have recently been effected to the shell plate near bottom and they have been well carried out.

Both boilers examined under steam. There was some leakage at rivets in Aft ring seam all round bottom but nothing to effect the safe working of the boiler. Safety valves adjusted.

For completion of survey. Donkey boiler to be examined internally. Combustion chamber stays of Main boiler to be renewed & defective rivets taken out in Aft ring seam.

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.)

I am of opinion these boilers are in safe working condition and eligible to remain as classed in the Register Book - subject to repairs being carried out on completion of present voyage which it is expected will be in about four months and the owners have been advised accordingly.

Office or Registration Fee (per Sec. 27) £ : :

Survey Fee (per Section 28) £ 2 : 2 :

Special Damage, Fee (per Section 28) £ : :

*Certificate (if required) as per margin £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for

114/1 1889

Received by me,

15/1 1889

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

Committee's Minute FRIDAY 13 JAN 1889

Assigned Note limit

GLS157-0023

8971-GL

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, subject to the
Combustion chamber stays and dome stay
nuts being renewed in the main boiler,
and the donkey boiler examined
internally, within four months.

M.A.

17.1.89



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Foundation