

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

No. 894  
 No. in Reg. Book: Survey held at Glasgow Port of Glasgow  
 Date, first Survey 8<sup>th</sup> Jan Date of Writing Report January 15<sup>th</sup> 1889  
 Last Survey January 12<sup>th</sup> 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  
 (State name of Dock.)  
 No. of Main Boilers 2 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 100A.1.11.87. A.1\*1  
 (As in Register Book.)  
L.M.C. 3.85. B.S. 11.87.  
S.S. No 1 85

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? 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 defects 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).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 2 :	<u>14/11</u> 1889
Special Damage Fee (per Section 28).....	£ : :	} <u>(M)</u>
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received by me, <u>15/11</u> 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

No. of the Ship  
 State of the Ship  
 Date of Survey  
 Name of Surveyor  
 Name of Registrar  
 Name of Ship  
 Name of Port  
 Name of Vessel  
 Name of Owners  
 Name of Class  
 Name of Machinery  
 Name of Boilers  
 Name of Donkey Boiler  
 Name of Working Pressure  
 Name of Owners  
 Name of Port  
 Name of Particulars of Repairs and Examination  
 Name of Repairs on account of Damage  
 Name of Did the Surveyor personally go inside each Boiler  
 Name of If this was not done, state for what reasons?  
 Name of And what parts of the Boilers could not be thus thoroughly examined?  
 Name of 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?  
 Name of General Observations, Opinion, and Recommendation  
 Name of Fees applied for  
 Name of Received by me  
 Name of Committee's Minute  
 Name of Assigned  
 Name of Lloyd's Register Foundation

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

8971-9

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 supports not being removed in the main boiler, and the double boiler examined internally, within four months

M.A.  
17.1.89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN, NOR ON THE UPPER PART OF THIS SIDE OF THE FORM.



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