

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

(Received at London Office,

THURS 20 JUNE 1889

No. 9241 Date of Writing Report June 19<sup>th</sup> 1889 Port of Glasgow  
 No. in Reg. Book. 773 Survey held at Glasgow Date, first Survey 10<sup>th</sup> June Last Survey 17<sup>th</sup> June 1889  
 Machinery of the S.S. Renfrewshire Master Hadden No. of Visits 3  
 Tonnage Gross 818 Net 506 Vessel built at Port Glasgow By whom Blackwood & Gordon When 1870 YEAR. MONTH. 6  
 Registered Horse Power 96 Engines made at Do When 1870 Boilers, when made (Main) 1882 (Donkey) 1882  
 No. of Main Boilers 2 Owners Bost & Turner (R.M. Full & Co. Managers) Port Glasgow Voyage —  
 Steam Pressure in Main Boilers 70 lbs If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery A. 1. 4-89  
 in Donkey Boiler 40 (State name of Dock.) — (as in Register Book.) S.S.G's No 1-88

Last Survey No. — Port — S.S. No 3-83 L.M.C. 7-88

Particulars of Examination and Repairs (if any) Annual Survey (Completion)  
 (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? Yrs.

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? —

Engines, excepting cylinders, & boilers opened out for survey & examined -  
 Main boiler found in fair condition throughout - old patches on shell bottom free from leakage. On account of internal corrosion at sides of centre furnace above level of fire bars a thin covering strip has been riveted on - the rivets are countersunk & flush on the fire side and protected from the fire by means of specially cast fire bars.  
 Donkey boiler internally has suffered from corrosion especially above the water line and particularly at the crown of shell - covering plates have been fitted and they appear to be satisfactory - the safety valves of this boiler are now set at 40 lbs.

The crankshaft was taken away to shop on account of defect in the length between the inside cranks - the shaft is of the built construction and the defective piece was taken out and a new length fitted - shaft satisfactorily fitted and main bearings lined up.

For docking of vessel and examination of sea cocks, propeller & also cylinders & pistons see Report N-9129.

Safety valves adjusted and engines tried at morning.

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.)  
 The above mentioned repairs have been well carried out and I am of opinion the machinery of this vessel is eligible to be classed L.M.C. 6-89 in the Register Book.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 25).....	£ 2 : 2 : "	18/6 1889
Special Damage, Fee (per Section 28).....	£ : :	} Received by me, 19/6 1889
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

Committee's Minute JUNE 25 JUNE 1889  
 Assigned Sub 6/89  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
 Walter Robson

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

Certificate to be sent to  
 (See Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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 have L.N.C.C. 6. 89 recorded—  
P.A.  
20.6.89

*[Faint, mostly illegible handwriting in the main body of the report, possibly describing a survey or inspection.]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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