

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

(Received at London Office, SAT 6 JULY 1889)

No. **9240** Date of Writing Report **July 5th 1889** Port of **Glasgow**
 No. in Reg. Book. **285** Survey held at **Glasgow** Date, first Survey **2nd June** Last Survey **3rd July 1889**
 on the Machinery of the **S. S. William Burkill** Master **James Crook** No. of Visits **9**
 Tonnage Gross **1902** Net **1232** Vessel built at **Newcastle** By whom **A. Leslie & Co** When **1878-11**
 Registered } **250** Engines made at **Do.** When **1878** Boilers, when made (Main) **1878** (Donkey) **1878**
 Horse Power }
 No. of Main Boilers **Two** Owners **Douglas H. Morgan & Co** Port **Newport** Mon. Voyage **Alexandria**
 Steam Pressure in Main Boilers **75 lbs.** If Surveyed Afloat or in Dry Dock **Both in Dry Dock** Class of Vessel & Machinery **100 A. 1. 9-88**
 in Donkey Boiler **40** (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) **L. M. C. 7-87**
B. S. 12-88.

Last Survey No. Port

Particulars of Examination and Repairs (if any) **Special Survey of machinery**
 (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? **Yes**

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?

See Report No. 22. Kobe, Higo. March 1889.

At the request of the owners the whole of the machinery of this vessel was surveyed at this time. There were examined the cylinders, pistons, slide valves, pumps, crankshaft & shafting also the main & donkey boilers, safety valves and other connections.

When the vessel was in Dry Dock all sea connections overhauled and found in good order. Propeller shaft not unduly worn down in stem tube & not removed. The propeller in good condition as far as can be seen excepting that the blades are broken at the tips - about 9" off three and 18" off one. This damage will not in my opinion affect the safe working condition of the machinery.

Engines - Found the crankshaft much out of line & main bearing frames working loose in soleplate. Crankshaft lifted - main frames removed - soleplate chipped out - frames lined at sides - one new one fitted - all rebuffed & shaft lined up. Found funnel shafting out of line - couplings showing signs of bolts getting slack - All blocks removed and shafting righted, then lined up - all bolts in couplings re-fitted and renewed where necessary. Examined old flaws in crankpin fillets and found no extension since last marked - also carefully examined the repair to H. P. valve casing - this repair appears to have been well carried out, it is of a substantial character and when seen under steam was perfectly tight & satisfactory. Condenser doors removed, and about 25 tubes which had at some previous time been taken out, now replaced.

Engines tried under steam at moorings in Harbour when they worked satisfactorily. Main Boilers examined over all parts - the fitting of hoops to furnaces has been 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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

I am of opinion the machinery of this vessel is now in safe working condition and eligible to be noted **L. M. C. 7-89** in the Register Book. It is submitted that the crankshaft and H. P. valve casing be again examined by one of the Society's Surveyors in twelve months from date.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ 3 : 3 : 5/4 1889
 Special Damage Fee (per Section 28) £ 2 : 2 : paid 24/6/89.
 *Certificate (if required) as per margin £ : : Received 12/7/89
 Travelling Expenses (if chargeable) £ : :

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

Committee's Minute **TUES 9 JULY 1889**

Assigned

Done 7/89
Subject to

O.O. "William Burkill." Continued.

efficiently carried out. All furnaces gauged and found comparatively circular - considering they have been set up. In centre furnace of Port Laker a defective place cut out and a riveted patch about 10 x 13" put on. In one combustion chamber an old patch cut off back plate and a larger one riveted on. About 11 new screwed stays have been put in, all fitted with nuts. A number of holes drilled in combustion chamber bottoms & plates, ascertained to be of sufficient thickness. Shell landings externally caulked where leaking - all tubes expanded. Internally both boilers were found in fair condition. Downy boiler found in fair order over all parts - slight general warping of plates & stays internally, but nothing of importance. Old patches in one furnace & combustion chambers in good condition. Steam raised in all boilers & safety valves adjusted.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

9270 G/L
 See submitted that this vessel is
 eligible to have LMS 7.09 recorded
 subject to the crew's report & the
 H.P. vapor-cases being
 again examined within
 12 mos.

MA
 6.7.64

