

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

9586

No. *9586* Date of Writing Report *January 14th 1890* Port of *Glasgow*
 No. in Reg. Book. *159* Survey held at *Glasgow* Date, first Survey *January 9th 1890* Last Survey *January 9th 1890*
 on the Machinery of the *S. S. Tolani* Master *Russell* No. of Visits *one*
 Tonnage Gross *1543* Net *981* Vessel built at *Port Glasgow* By whom *Murdoch & Murray* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*
 Registered *157* Engines made at *Greenock* When *1881* Owners *Raeburn & Verel* Port *Glasgow* Voyage
 of Main Boilers *One* If Surveyed Afloat or in Dry Dock *Afloat - Queen's Dock* Class of Vessel & Machinery *100A.1. 1-89*
 in Pressure— *75 lb* (State name of Dock.)
 in Donkey Boiler

Last Survey No. *6661* Port *Glasgow*
 Particulars of Examination and Repairs (if any) *Part S.S. No 2.*
 (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. Main boiler.*
 If this was not done, state for what reasons? *Donkey under steam.*
 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?

The main boiler of this vessel opened out for survey and examined over all parts.
 Internally the boiler is in fair condition. Tubes getting thin and about sixteen new ones have been put in. Two longitudinal stays in steam space reduced in diameter through corrosion and one through original defect. Recommended that these stays be renewed on completion of survey next voyage.
 Slight leakages at seams of shell externally have been attended to. Two new screw stays fitted in one combustion chamber.

Also examined the High pressure cylinder, piston & slide valve.

To complete this survey the main & donkey boiler safety valves require to be adjusted - and the latter boiler examined internally and both adjusted under steam. All the machinery to be surveyed except the items above mentioned.

No. part of the hull surveyed

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.)

The main boiler and other parts above mentioned are now in my opinion in safe working condition and it is submitted that the machinery is eligible to remain as classed in the Register Book without further record.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	2	:-	15/11 1890
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	15/11 1890

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

Committee's Minute *FRIDAY 17 JAN 1890*
 Assigned *Deferred*
 By Ship Surveyor *Ref 15/11/90*
 TUES 23 JAN 1890
 TUES 11 FEB 1890
 FRI 30 MAY 1890
 Lloyd's Register Foundation
 GLS159-0023

9586 gls

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 completion of
survey on return from
present voyage.

Md

16.1.90



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.