

REPORT ON MACHINERY.

9648

No. 9648 Port of Glasgow Received at London Office LONDON FEB 1890
 No. in Survey held at Glasgow Date, first Survey 14th May 1889 Last Survey 19th Feb 1890
 Reg. Book. 553 on the S. S. Jurgenie (Number of Visits 411) Tons
 Master Wm. Hamilton Gray Built at Pt. Glasgow By whom built Wm. Hamilton Gray When built 1879.
 Engines made at Glasgow By whom made J. Howden Gray when made 1879.
 Boilers made at Glasgow By whom made J. Howden Gray when made 1889-90
 Registered Horse Power 170. Owners Maurel & St. Prom Port belonging to Bordeaux.

ENGINES, &c.—

Description of Engines
 Diameter of Cylinders Length of Stroke No. of Rev. per minute Point of Cut off, High Pressure Low Pressure
 Diameter of Screw shaft Diam. of Tunnel shaft Diam. of Crank shaft journals Diam. of Crank pin size of Crank webs
 Diameter of screw Pitch of screw No. of blades state whether moveable total surface
 No. of Feed pumps diameter of ditto Stroke Can one be overhauled while the other is at work
 No. of Bilge pumps diameter of ditto Stroke Can one be overhauled while the other is at work
 Where do they pump from
 No. of Donkey Engines Size of Pumps Where do they pump from
 Are all the bilge suction pipes fitted with roses Are the roses always accessible Are the sluices on Engine room bulkheads always accessible
 of bilge injections and sizes Are they connected to condenser, or to circulating pump
 are the pumps worked
 connections with the sea direct on the skin of the ship Are they Valves or Cocks
 fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Are the discharge pipes above or below the deep water line
 they each fitted with a discharge valve always accessible on the plating of the vessel Are the blow off' cocks fitted with a spigot and brass covering plate
 pipes are carried through the bunkers How are they protected
 pipes, cocks, valves, and pumps in connection with the machinery accessible at all times
 pipes, cocks, and valves arranged so as to prevent an unintentional connection between the sea and the bilges
 stern tube, propeller, screw shaft, and all connections examined in dry dock
 the screw shaft tunnel watertight and fitted with a sluice door worked from

BOILERS, &c.—

Number of Boilers One Description Multitubular Whether Steel or Iron Steel
 Working Pressure 80 lbs. Tested by hydraulic pressure to 160 lbs. Date of test 28th January 1890
 Description of superheating apparatus or steam chest None
 Can each boiler be worked separately — Can the superheater be shut off and the boiler worked separately —
 No. of square feet of fire grate surface in each boiler 44 1/3 sq' Description of safety valves d. Spring No. to each boiler two
 Area of each valve 9.62 sq" Are they fitted with easing gear — No. of safety valves to superheater — area of each valve —
 Are they fitted with easing gear — Smallest distance between boilers and bunkers or woodwork 15 3/4" Diameter of boilers 14'-0"
 Length of boilers 11'-0" description of riveting of shell long. seams treb. riv. lap circum. seams d. riv. lap Thickness of shell plates 3/4" full
 Diameter of rivet holes 1 5/8" whether punched or drilled drilled pitch of rivets 5" Lap of plating 7 7/8"
 Per centage of strength of longitudinal joint 77.5 working pressure of shell by rules 80 lbs size of manholes in shell 12" x 16"
 Size of compensating rings McNeil's rings & doors No. of Furnaces in each boiler three
 Outside diameter 41" length, top 8'-0" bottom 10'-4" thickness of plates 1/2" description of joint welded if rings are fitted Yes
 Greatest length between rings 48" working pressure of furnace by the rules 97 lbs combustion chamber plating, thickness, sides 7/16" back 7/16" top 7/16"
 Pitch of stays to ditto, sides 8 1/4" back 8 1/4" top 8 1/4" If stays are fitted with nuts or riveted heads Nuts working pressure of plating by rules 80 lbs Diameter of stays at smallest part 1 1/2" bars working pressure of ditto by rules 80 lbs end plates in steam space, thickness 1 3/16" washers
 Pitch of stays to ditto 14" x 14" how stays are secured d. nuts working pressure by rules 80 lbs. diameter of stays at smallest part 2 1/2" bars working pressure by rules 81 lbs Front plates at bottom, thickness 9/16" Back plates, thickness 9/16"
 Greatest pitch of stays — working pressure by rules — Diameter of tubes 2 1/2" pitch of tubes 3 3/4" thickness of tube plates, front 7/16" back 7/16" how stayed stayed pitch of stays 7 1/2" x 11 1/4" width of water spaces 6"
 Diameter of Superheater or Steam chest — length — thickness of plates — description of longitudinal joint — diam. of rivet holes —
 Pitch of rivets — working pressure of shell by rules — diameter of flue — thickness of plates — If stiffened with rings —
 Distance between rings — working pressure by rules — end plates of superheater, or steam chest; thickness — how stayed —
 Superheater or steam chest; how connected to boiler —

Description of furnaces plain.

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DONKEY BOILER— Description _____

Made at _____ by whom made _____ when made _____ where fixed _____

Working pressure _____ tested by hydraulic pressure to _____ No. of Certificate _____ fire grate area _____ description of safety valves _____

No. of safety valves _____ area of each _____ if fitted with easing gear _____ if steam from main boilers can enter the donkey boiler _____

diameter of donkey boiler _____ length _____ description of riveting _____

Thickness of shell plates _____ diameter of rivet holes _____ whether punched or drilled _____ pitch of rivets _____ lap of plating _____

per centage of strength of joint _____ thickness of crown plates _____ stayed by _____

Diameter of furnace, top _____ bottom _____ length of furnace _____ thickness of plates _____ description of joint _____

Thickness of furnace crown plates _____ stayed by _____ working pressure of shell by rules _____

Working pressure of furnace by rules _____ diameter of uptake _____ thickness of plates _____ thickness of water tubes _____

SPARE GEAR. State the articles supplied:—

The foregoing is a correct description,

James Howden & Co. Manufacturer.
per J.B.

General Remarks (State quality of workmanship, opinions as to class, &c. This boiler has been

built and tested as required by the Society's Rules and has now been forwarded to Bordeaux where it will be fitted on board the vessel. When this part of the survey has been favourably reported upon I am of opinion that the vessel machinery is eligible to the notation of: **N.B. 90**

John Sanderson

Glasgow 21/2/90

It is submitted that this report be considered satisfactory. The surveyor should be requested to state if the boiler was specially surveyed and if he considers that the special mark should be recorded. Notice should be sent to the surveyor at Bordeaux to survey the boiler when being fitted on board.

W.A. 24-2-90
18/9/91

The amount of Entry Fee .. £ : : received by me,
 Special .. £ 4 : 4 :
 Donkey Boiler Fee .. £ : :
 Certificate (if required) .. £ : : 14/2/1890
 To be sent as per margin.

(Travelling Expenses, if any, £)

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute TUES. 29 SEP 1891



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