

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

10079

No. 10049 Date of Writing Report Aug 20th 1890 Port of Glasgow  
 No. in Reg. Book. Survey held at Glasgow Date, first Survey Aug 12th Last Survey Aug 20th 1890  
 207 on the Machinery of the S.S. "Belgiva" Master Cargill No. of Visits 7  
 Tonnage Gross 668 Net 429 Vessel built at Belfast By whom Messrs. Workman Clark & Co. When 1886  
 Registered Horse Power 95 Engines made at Glasgow When 1886 Boilers, when made (Main) 1886 (Donkey) 1886  
 No. of Main Boilers 1 Owners Macgregor S. S. Co. Port Glasgow Voyage Spain  
 Steam Pressure in Main Boilers 155 lbs If Surveyed Afloat or in Dry Dock Kelvnhangh Slip & Queens Dock Class of Vessel & Machinery 100 A1  
 in Donkey Boiler 80 lbs (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. Port  
 Particulars of Examination and Repairs (if any) Special Survey No 1.  
 (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?

Whilst on Kelvnhangh Slipway Propellers & fastenings & all Sea Connectors were examined & found in good order. The Propellor Shaft was not drawn, as this was done in New York in April 1890 & Stern Tube rebushed. See New York Report. All parts of Machinery were opened up & put in good order after examination.

The Main Boiler was thoroughly examined internally & externally. The Girder Stays were removed from tops of Combustion Chambers & Studs were put in place of bolts as formerly to facilitate cleaning. The Boiler was cleaned & scaled & is now in good order.

The Donkey Boiler was opened up & examined thoroughly internally & externally & found in good order.

All Co mountings on Main & Donkey Boilers were opened up examined & put in good order.

Both Main & Donkey Boilers were examined under steam & Safety Valves adjusted to Safe Working Pressures.

The High Pressure Cylinder which was bored out & New Piston fitted in New York 4.90, is now 15 3/8" in diameter instead of 15" as at present in Register Book

## 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 that the Machinery of abovenamed vessel is now in an efficient working Condition & eligible to remain as classed in Register Book with new notation L.M.C. 8.90.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 3 : 10 : 0	21/8/ 1890
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	22/8/ 1890.

R.W.men.  
 Alex. B. Fiddell  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 26 AUGUST 1890

Assigned + L.M.C. 8.90

T. & S. Form No. 2. Transfer Int.—See, p. 100. \* Cert. The 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



1007296

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.M.C. 890

recorded -

Note - H.P. Cyl. = 15-3/4 dia

M.A.

23.8.90



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