

10731

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

No. 10191 Date of Writing Report *Sept. 16th. 1890* Port of *Glasgow* (Received at London Office. THURS 18 SEPT 1890)

No. in Reg. Book. *652* Survey held at *Glasgow* Date, first Survey *Sept. 8th.* Last Survey *Sept. 12th 1890*

on the Machinery of the S.S. Helen Forbes Master *Whyte* No. of Visits *4*

Tonnage Gross *2441* Net *1591* Vessel built at *Glasgow* By whom *Alm. Stephen & Son* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*

Registered Horse Power *300* Engines made at *Glasgow* Owners *Cayzer, Davine & Co* Port *Glasgow* Voyage

No. of Main Boilers *2* Steam Pressure in Main Boilers *85* If Surveyed Afloat or in Dry Dock *Govan dry dock & Queen's dock* Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) *+100A! 3-91 +LMC 8-89 S.S. Gl. No. 1-89*

in Donkey Boiler

Last Survey No. Port

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

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 in Govan Dry Dock all Sea Cocks & Connections were examined & found in good order. Shafting was examined throughout, the Propeller shaft being drawn in & found efficient. New lignum vitae strips being put in Stern bush. All parts of Machinery were opened up, examined overhauled & put in good order.*

Main & Donkey Boilers were opened up, examined throughout & found in good condition.

All mountings of Main & Donkey Boilers were examined overhauled & put in good order. A new spring to be fitted in Safety Valve of Donkey Boiler, which will be done in Liverpool where the vessel has proceeded from this port. No opportunity was afforded to examine Boilers under steam or adjust Safety Valves, which will be done in Liverpool.

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 this vessel is now in good working order & eligible to be Classed +LMC 9.90 Subject to Safety Valves being adjusted & new Spring fitted in Donkey Safety Valve.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	5	10	19/9 1890
Special Damage Fee (per Section 28)	£	:	:	15.5.90
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable)	£	:	:	18/9 1890

Committee's Minute *FRI 19 SEPT 1890* TUES. 23 JUN 1891 TUES. 23 FEB 1892

Assigned *Deferred* Alex. Kidd Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

10/31/90

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, will be eligible to have +LMC 9-90 recorded, when the safety valves of the donkey boiler has been fitted with a new spring, and the safety valves of the main and donkey boilers adjusted under steam.

W.A.

12-9-90



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