

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

No. 10502 Date of Writing Report February 1891 Port of Glasgow
 No. in Reg. Book 226 Survey held at Glasgow
 on the Machinery of the S. S. Charles "late William Hinde" Master D. Johnston
 Tonnage Gross 364 Net 135 Vessel built at Belfast
 Registered Horse Power 60 Engines made at Do.
 No. of Main Boilers one Owners M. & Davies Port Belfast
 Steam Pressure in Main Boilers 100 lbs If Surveyed Afloat or in Dry Dock Both. Kelvinhaugh Slip
 in Donkey Boiler 35 (State name of Dock.)
 Date, first Survey 10th Decr 1890 Last Survey February 1891
 By whom Workman Clark & Co. When 1880 Boilers, when made (Main) '88 (Donkey) '88
 No. of Visits 10 YEAR. MONTH.
 Voyage Coasting.
 Class of Vessel & Machinery 100A. 1. 11-88.
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S. Bel N:2-88.
 + L.M.C. 11-88.

Last Survey No. Port

Particulars of Examination and Repairs (if any) On account of damage.

(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?

The machinery of this vessel having become deranged through the breaking of the piston rod the whole of the engines & boilers have been opened out for survey.
 The breaking of the rod caused the breaking of the low pressure cylinder and cover and these parts have been taken out and new ones fitted.
 The crank shaft has been taken out on account of a flaw in one main bearing and a new shaft made of steel has been fitted in place.
 The piston rod of H.P. cyls has been lined up and new neck bush & gland fitted - all the valve gear has been overhauled in the shop.
 Other working parts - pumps & connections all in order.
 When the vessel was on the slipway the sea cocks & valves all examined - shaft drawn in & found good - new propeller fitted.
 Main & donkey boilers in good condition - safety valves taken out and cleaned. Steam raised in both boilers and safety valves adjusted to working pressures of 85 lbs in the main and 35 lbs in the donkey.

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 above repairs have been satisfactory carried out and I am of opinion the machinery is now in good & safe working condition and eligible to be ~~to be~~ classed L.M.C. 2-91 in the Register Book.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ 2 : 2 23/2 1891
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 received by me, 25/2 1891

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

Committee's Minute Feb. 27 FEB 1891

Assigned + L. Lib. 2/91

Put to sea 2/91

10508 gl

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 the notification
L.M.C. 2.91 recorded.

C.L.F.

26.2.91



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Foundation

IN MARGIN.

OF THE SURVEYORS A