

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

(Received at London Office.)

THURS. 14 MAY 1891.

No. *10642* Date of Writing Report *6th May* 18*91* Port of *Glasgow*
 No. in Reg. Book. *469* Survey held at *Glasgow* Date, first Survey *20th Feb^y* Last Survey *29th April 1891*
 on the Machinery of the *S.S. "Borghese"* Master *Jefferson* No. of Visits *10*
 Tonnage Gross *2044* Net *1331* Vessel built at *Sunderland* By whom *W. Pile & Co^y* When *1882* Boilers, when made (Main) *1882* Donkey) *1882*
 Registered Horse Power *200* Engines made at *Glasgow* Owners *Kalburn & Veil* Port *Glasgow* Voyage *Indian*
 No. of Main Boilers *Two* If Surveyed Afloat or in Dry Dock *Both* Class of Vessel & Machinery *100 A 1*
 Steam Pressure in Main Boilers *✓* (State name of Dock.) *Govan* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *LMC. 8-84 BS. 3.90*
 in Donkey Boiler *✓* *NE-B. 82*

Last Survey No. *SS. Lon. 2-87* Port *NE-B. 82*

Particulars of Examination and Repairs (if any) *Periodical* Repairs on account of Damage should be separated from

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)

Repairs due to other causes. State also the dates and initials of any letters respecting this case

the Surveyor personally go inside each Boiler separately (including the Donkey-Boiler, if any), and make a thorough examination at this time? *yes*

this was not done, state for what reasons? *✓*

And what parts of the Boilers could not be ~~thoroughly~~ examined? *Inside*

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?

When this vessel was in dry dock, the sea-connections, propeller, and external fastenings, were examined and found in good order. The main boilers were opened out for survey; they are in good condition generally. Some corrosion, not yet of a serious nature, has taken place on the wing furnaces, at line of fire-bars, in both boilers: the centre furnaces of the port boiler are the most affected, but it is mostly local, and it was recommended that the parts affected be carefully cemented.

The safety valves of both boilers have been taken abrift, cleaned, and replaced. The pistons and slide valves were opened out for examination; a new spring has been fitted in the Low Pressure cylinders: the crank shaft was examined by Mr. J. Harvey, and reported to be in a satisfactory state.

The vessel has left this port, and to complete the survey, the following has to be done:— The furnaces and combustion chambers of main boilers, to be examined internally: the boilers to be seen under steam, and the safety valves adjusted to the working pressures. The donkey boiler to be surveyed, and its safety valves adjusted to the working pressure.

General Observations, Opinion, and Recommendation:— *This vessel's machinery, as far as seen,*

(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.)

appears to be in an efficient state, and when the remainder of the survey has been completed, it may, in my opinion, be eligible to remain as classed, with notification L.M.C.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for	<i>9/5</i>	18 <i>91</i>
Survey Fee (per Section 28).....	£	<i>5</i>	:	Received by me,	<i>13/5</i>	18 <i>91</i>
Special Damage Fee (per Section 28).....	£	:	:			
*Certificate (if required) as per margin.....	£	:	:			
Travelling Expenses (if chargeable).....	£	:	:			

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

Committee's Minute *TUES. 19 MAY 1891* *TUES. 22 DEC 1891* *FRI 16 SEP 1892*

Assigned *Th. H. 4/91 See off Rpt 8528*

Lloyd's Register

GLS162-0117

10672 GL

N.E.—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 suitable to have
+ L.M.C. 4-9 recorded when the furnaces and Ambulance
chambers of the main boiler have been examined
internally, the donkey boiler and its safety valve
examined, and the safety valves of
the main and donkey boilers
adjusted under steam.

P.A.

14-5-91



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