

10452

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

THURS. 18 JUN 1891

No. 10452 Date of Writing Report 13th June is 91 Port of Glasgow
 No. in Reg. Book 10 Survey held at Glasgow Date, first Survey 9th June Last Survey 12th June 1891
 on the Machinery of the S.S. "Clav" Master Hudson No. of Visits 4
 Tonnage Gross 289 Net 137 Vessel built at Bowling By whom Scott & Co When 1884-3
 Registered Horse Power 55 Engines made at Glasgow When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
 No. of Main Boilers One Owners Nav. & S. Co. Lem. Port Lynn Voyage Coasting
 Steam Pressure in Main Boilers ; If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100A1
 in Donkey Boiler ; (State name of Dock.) Rehenaugh Slip (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) Annual
 (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 Main Boiler separately and make a thorough examination at this time? Yes
 Do. " Donkey " " " 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? ;
 Did the Surveyor examine the Safety Valves of the Main Boiler? Yes
 At what pressure were they afterwards adjusted under steam? ;
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes
 To what pressure were they afterwards adjusted? ;

When this vessel was on the slip, the sea-cocks were taken adrift, examined, and replaced; a new propeller shaft, and spare propeller have been fitted, in place of the old shaft which was defective. The new shaft has been examined by me, in its finished state, and so far as could be seen, is free from defects. The stern bush has been re-turned, also the gland and neck ring. The main boiler and mountings was opened out for examination; it is in good condition throughout, a slight leak in the middle circular seam at bottom having been efficiently caulked and cemented inside. The donkey boiler and mountings were also examined; it is in fair condition for the pressure carried; a part of the firebox plate at seam near bottom, was rather thin and wasted by leakage, this has been cut out, and a patch fitted over defective part. The feed, and bilge pumps were found in good order, the crank shaft and main bearings have been examined and are in good condition. The vessel has sailed, but is to return to Glasgow in a week or two, when survey will be completed.

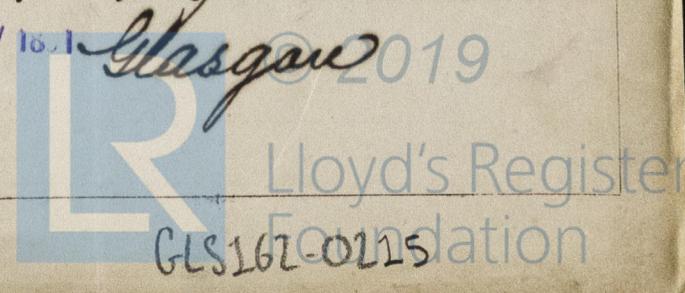
General Observations, Opinion, and Recommendation:— This vessel's machinery, so far as seen, appears to be efficient, and in my opinion will be eligible to have the notification of B.S. when the safety valves of main and donkey boiler are adjusted under steam to working pressure, and is at present eligible to remain as classed, without fresh record of survey.

Office or Registration Fee (per Sec. 27) ; Fees applied for 13/6 1891
 Survey Fee (per Sec. 28) 1:10 Received by me, R. J. Beveridge
 Special Damage Fee (per Section 28) ; 1891
 Travelling Expenses (if chargeable) ; Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
 Committee's Minute FRI 19 JUN 1891 TUES. 4 AUG 1891
 Assigned note for completion

16.-L. R. P. H. Form No. 9. - Transfer Ink - 5,000, 23-2-91. *Certificate to be sent to the Registrar of Shipping, or if not whether, when asked, one will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book.



1075290

It is submitted that this vessel

will be eligible to have B.S. 69

recorded when the draft boards

of the main and lower

boards have been

acquired under

steam.

H.A.

18-6-91

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.

[Faint, mostly illegible handwriting, possibly bleed-through from the reverse side of the page.]

[Faint, mostly illegible handwriting, possibly bleed-through from the reverse side of the page.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

