

10814

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

(Received at London Office, W.D. 15 JUL 1891)

To 10814 Date of Writing Report 26th May 18 91 Port of Glasgow
Book. Survey held at Glasgow Date, first Survey 29th April Last Survey 26th May 1891
on the Machinery of the S.S. "James Watt" Master R. Duncan No. of Visits 11
Gross 1603 Vessel built at Glasgow By whom R. Duncan When 1881-2
Net 999 Engines made at Greenock When 1881 Boilers, when made (Main) 1881 (Donkey) 1881
Registered Horse Power 160 Owners James Watt Steam & Dry Dock Co. Ltd. Port Greenock Voyage Vessel laid up.
of Main Boilers One If Surveyed Afloat or in Dry Dock Queens (State name of Dock.)
Main Boilers 80 Class of Vessel & Machinery 100A1
Donkey Boiler 40 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
st Survey No. 9866 Port Gls

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
pairs 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
This was not done, state for what reasons? ✓
What parts of the Boilers could not be thus thoroughly examined? ✓
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? ✓

Main boiler opened out for survey. The shell plates are somewhat affected by corrosion, more particularly the furnace front plates at both ends of the boiler; as the corrosion is well localized and does not extend over a large area, it was not considered necessary at present to do more than clean and cement these parts. The furnaces are also somewhat corroded at the line of forebars; the fore and after centre furnaces were most affected, it was therefore recommended that two stiffening angle bars be fitted over the top half of each of the two furnaces, connected by studs and thimble pieces to the plate. The circular seams, bottom of boiler, required caulking at several places; the circular seam of end plate of shell, after end, about the line of furnaces, had several bad rivets, and showed wasting at the seam for about a distance of two feet on each side. The defective rivets were recommended to be taken out, and patches fitted to cover defective parts of seams, to be held by fitted bolts. The donkey boiler was examined, four stays to furnace crowns were reduced in section; it was considered advisable to have these taken out and replaced by new ones, otherwise the boiler is in fair condition for the pressure carried. The safety valves of main boilers were overhauled, and adjusted under steam to the working pressure. The spindles of donkey boiler safety valves have been lengthened, to suit easing gear, and the valves adjusted to working pressure under steam.

General Observations, Opinion, and Recommendation:— *The above recommendations have been carried out, the boiler run under steam, and patches tight. The machinery of this vessel, as far as seen, appears to be in good order, and in my opinion, is eligible to remain as classed, with notification B.S. 5-91*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	1	10	28/5/91
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	29/5/91

R. J. Beveridge
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Glasgow

Committee's Minute TUES. 21 JUL 1891
Assigned RS 5/91
Glasgow
Lloyd's Register Foundation
GLS162-0263

not so much damaged as to spread the ink or cause it to show through to the other side.

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It is submitted that
is eligible to have
B.S. 5-91 recorded

16.4-5/1

10 pps

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