

10814

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

(Received at London Office, W.D. 15 JUL 1 91)

No. 10814 Date of Writing Report 26th May 1891 Port of Glasgow

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 Net 999 Vessel built at Glasgow By whom R. Duncan When 1881-2

Engines made at Greenock When 1881 Boilers, when made (Main) 1881 (Donkey) 1881

Owners James Watt Steam & Dry Dock Co. Ltd. Port Greenock Voyage Vessel laid up.

If Surveyed Afloat or in Dry Dock Queens Class of Vessel & Machinery 1000A1

st Survey No. 9866 Port Gls (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Particulars of Examination and Repairs (if any) Annual Repairs of 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.)

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

What parts of the Boilers could not be thus thoroughly examined? None

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? None

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 joist bars; 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.

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

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

(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. & N.S. 1/89, or L.M.C. 1/89, as the case may be.)

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Office or Registration Fee (per Sec. 27) £ : : Fees applied for 28/5/91

Survey Fee (per Section 28) £ 1 10 : : Received by me, 29/5/91

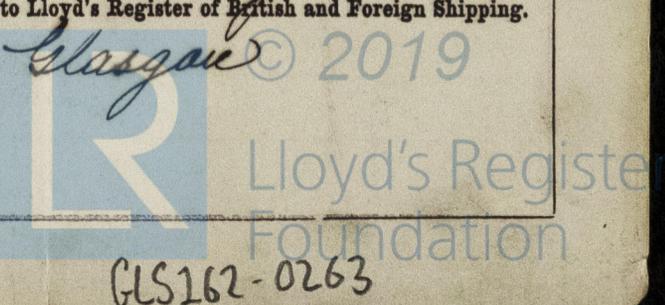
Special Damage Fee (per Section 28) £ : : R. J. Beveridge
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*Certificate (if required) as per margin £ : : Glasgow

Travelling Expenses (if chargeable) £ : : 2019

Committee's Minute TUES, 21 JUL 1891
Assigned RS 5/91

Yes
The Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
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?
Certificate to be sent to the Registrar of Shipping and Machinery precisely as in the Register Book.



GLS162-0263

