

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

10881

No. 10881 Date of Writing Report August 1891 Port of Glasgow
 No. in Book 964 Survey held at Grook Date, first Survey 8th Augth Last Survey 10th August 1891
 on the Machinery of the J. S. Korra Linn. Master J. S. Brighton No. of Visits Two
 Tonnage Gross 801 Net 506 Vessel built at Belfast By whom Workman Clark & Co When 1884-4
 Registered Horse Power 96 Engines made at Glasgow When '84 Boilers, when made (Main) '84 (Donkey) '84
 No. of Main Boilers 2 Owners J & A. Wylie Port Glasgow Voyage Continent
 Steam Pressure in Main Boilers 80 lb If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery 100A.L. 11-89
 in Donkey Boiler 80 lb (State name of Dock) Afloat (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey)
 Last Survey No. 10308 Port Glasgow L.M.C. 2-88
B.S. 2-91

Particulars of Examination and Repairs (if any) Special survey.

(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? No

Do. " Donkey " " No survey due

If this was not done, state for what reasons? No survey due

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? ✓

At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted? ✓

At the request of the Owners visited this vessel on account of her having come in contact with a projecting portion of a quay wall and damaged the tank sea chest on vessels side. On examination found the cast iron chest broken near to the flange on the under side - allowing the sea water to run into the vessel. The grating is cast solid with the chest and the holes have been plugged up with hard wood, a diver being employed for this purpose. The valve was then taken out and the inside of chest filled with cement. The valve being replaced. An iron casing has been made round about the chest and the space filled in with cement. The pipe was taken off and a blank flange put on so that now the chest is entirely embedded in solid cement. A new chest is being prepared and will be fitted to the vessel on her return in about three weeks.

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.E.M.S. 1.89, or L.M.C. 1.89, as the case may be.)
We are of opinion the above temporary repairs are satisfactory and the vessel eligible to remain as classed in the Register Book.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me,
	£	:	:	18

* State if Certificate is required

Committee's Minute TUES. 18 AUG 1891

Assigned As now subject to

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

State if a Report is also now sent on the Ship or if not, and when, one will be sent.

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.

10881 Gls

It is submitted that this vessel
is eligible to remain as closed
subject to the new chest
being fitted on the vessels
return.

C. G. D.

17.8.91.



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