

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

28 OCT 91

(Received at London Office)

No. 11042 Date of Writing Report 26th October 1891 Port of Glasgow
 No. in Reg. 484 Survey held at Glasgow Date, first Survey 9th Oct Last Survey 9th October 1891
 on the Machinery of the S.S. "Meraggio" Master C. M. Farlane No. of Visits 1
 Tonnage Gross 1078 Net 668 Vessel built at Belfast By whom Workman Clark & Co When 1886-4
 Registered Power 99 Engines made at Leith Boilers when made (Main) 1883 (Donkey) 1883
 of Main Boilers one Owners S. S. Meraggio & Co Port Leith Voyage Spain
 Pressure ✓ If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)
 Donkey Boiler ✓ Class of Vessel & Machinery 100A1
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. 2635 Port Leith
 Particulars of Examination and Repairs (if any) Damage 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
 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? No
 Did the Surveyor examine the Safety Valves of the Main Boiler? ✓
 At what pressure were they afterwards adjusted under steam? No
 Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓
 At what pressure were they afterwards adjusted? ✓

At the owners request, examined the second bearing from forward in crank shaft, and the after crank pin. In the former, found two longitudinal flaws, one measuring 6" long, which was channeled, or cut into at its forward end; evidently this had been done at some time prior to the date of the alleged damage, for the purpose of ascertaining the extent of the flaw; the other flaw measured about 10 1/2" long, and extended into the web-fillet of forward crank. In the forward fillet of after crank pin, a flaw was found, extending round the crank pin, nearly one half of its circumference. A new crank shaft, complete, was recommended to be fitted; the owner has placed the order for this shaft, and it is considered this vessel is in safe working condition for her present voyage, viz - Spanish; on its return from this voyage, in about ten days time, the new crank shaft is to be fitted on board. This vessel was surveyed at South Shields on the 19th Sep^r - see Report - at which time the Low Pressure crank pin was examined; this vessel has also been in the Limitation List for defects in crank shaft since July 1889. - see 1st Report. 1889.

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.&M.S. 1,89, or L.M.C. 1,89, as the case may be.)
This vessels machinery, as far as seen, appears to be in safe working condition, and in my opinion, eligible to remain as classed, without fresh record of survey, subject to the new crank shaft being fitted in place before the expiry of a month from date.

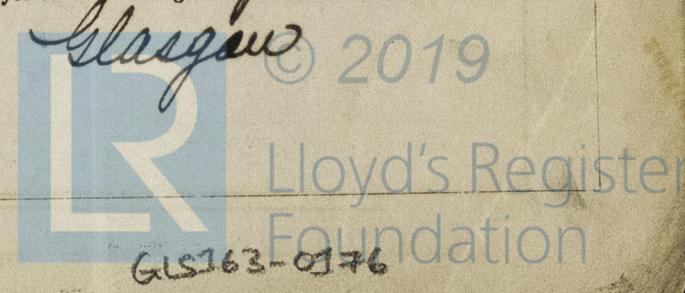
Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	<u>24/10/ 18 91</u>
Special Damage Fee (per Section 28)	£	1	1	Received by me,
Travelling Expenses (if chargeable)	£	:	:	<u>24/10/ 18 91</u>

* State if Certificate is required ✓

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

Committee's Minute 30 OCT 1891
 Assigned Remain as classed
subject to

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



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.

110 42 GS

is submitted
that this vessel is eligible to remain
J.S. CLISSOLD.

subject to the crackshaft
being repaired within a
period of 1 month
EJL

28.10.91



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