

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

No. 11194 Date of Writing Report 29th Dec 1891 Port of Glasgow
 No. in Survey held at Glasgow Date first Survey 22nd Dec Last Survey 24th Dec 1891
 on the Machinery of the S.S. Lamington Master Morgan No. of Visits 2
 Gross 1886 Vessel built at Glasgow By whom R. Duncan Gray When 1881 Boilers, when made (Main) 1881 (Donkey) 1881
 Net 1208 Engines made at Greenock Owners S. S. Lamington Voyage Manilla
 Registered Horse Power 200 No. of Main Boilers one Owners S. S. Lamington Port Glasgow
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Queens
 in Donkey Boiler 50 lbs (State name of Dock.)
 Last Survey No. 2096 Port Kam Class of Vessel & Machinery 100A1
 (As in Register Book, including dates of Special Surveys of Ship and of its Boilers)

Particulars of Examination and Repairs (if any) Annual Boiler

(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? 80 lbs

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

To what pressure were they afterwards adjusted? 50 lbs

The main boiler and mountings opened out for survey and found in fair condition generally. A patch on the bottom of centre combustion chamber was recommended to be replaced by a larger one, to cover their part of plating adjoining. A patch on the port side of this chamber, adjoining the saddle plate of after furnace, was recommended to be renewed in an extended form, as it was found defective at the riveting. Several tubes were drawn and replaced by new ones where required. The donkey boiler and mountings were examined, and are in good order generally. The bottom circumferential seam of fire-box, where riveted to the shell, was found to be somewhat thin, for about six inches at port side. This part has been satisfactorily patched. The above recommendations have been satisfactorily carried out. When seen under steam, a rivet in the bottom patch of main boiler centre combustion chamber was leaking slightly, but not to serious extent, - it was arranged to have it caulked on the vessel's arrival at Greenock. The safety valves of main and donkey boilers were tested to their respective pressures.

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 vessel's machinery is, in my opinion, in safe working condition, and eligible to remain as classed, and to have notification B.S. 12-91

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 1 10 :
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

29/12 1891

Received by me,

30/12 1891

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

* State if Certificate is required

Committee's Minute FRI 1 JAN 1892

Assigned RS 12/91

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

Certificate to be sent to

16.-L. R. F. H.—Form No. 9.—Transfer Ink—5,000, 23-2-31.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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.

11194 g/s
It is submitted that
this vessel is eligible for
THE RECORD 13.8.12.91.
C.H.
31.12.91.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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