

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

TUES. 11 FEB 1892

No. 11282 Date of Writing Report 6<sup>th</sup> Feb 1892 Port of Glasgow  
 No. in Reg. Book 215 Survey held at Glasgow Date, first Survey 29<sup>th</sup> Dec 1891 Last Survey 3<sup>rd</sup> February 1892  
 on the Machinery of the S. S. Lennox Master Ward No. of Visits 13  
 Gross 2051 Net 1327 Vessel built at Glasgow By whom A. Stephen & Son When 1880.6  
 Registered Horse Power 246 Engines made at Glasgow When 80 Boilers, when made (Main) 80 (Donkey) 90  
 of Main Boilers 2 Owners J. Warrack & Co Port Leith Voyage East  
 Main Pressure 85 lbs If Surveyed Afloat or in Dry Dock Meadowside Class of Vessel & Machinery 100 A 1  
 Main Boilers 85 lbs (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 3.57.3.4.88  
 Donkey Boiler 80 lbs

1st Survey No. Port S. S. No. One + L.M.C. 4.88. B.S. 11.90

Particulars of Examination and Repairs (if any) S. S. No. One Repairs on 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.)

Repairs due to other causes. State also the dates and initials of any letters respecting this case

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes

Do. " Donkey " " " yes

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?

the Surveyor examine the Safety Valves of the Main Boiler? yes

at pressure were they afterwards adjusted under steam? 85 lbs

Surveyor examine the Safety Valves of Donkey Boiler? yes

at pressure were they afterwards adjusted? 80 lbs.

All parts of engines opened up and examined. The HP piston packing ring much worn, a new one fitted in its place - L. P. Cylinder found <sup>partly</sup> cracked at top round flange, this has been made good by through-stap to the bottom of Cylinder. The HP Crank-shaft found much flawed. A new one has been fitted. (see attached Report).

The repairs carried out to the furnaces at last survey found efficient, all other parts of boilers in good order.

The donkey boiler is a new one fitted at last survey and is in good order.

When the vessel was in dry dock all the sea connections were examined and along with the propeller & fastenings found in good order. (Shaft drawn last year)

General Observations, Opinion, and Recommendation: - This vessel's machinery

(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.)

is now in my opinion in a good & efficient working condition and eligible to be noted: + L.M.C. 2.92. - in the Society's Register Book.

Office or Registration Fee (per Sec. 27) 5/-  
 Survey Fee (per Section 28) 5/-  
 Special Damage Fee (per Section 28) 5/-  
 Travelling Expenses (if chargeable) Yes

Fees applied for 6/2 1892  
 Received by me, 9/2 1892

Wm. Sanderson R. J. P. B. D. W. D.  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping

\*State if Certificate is required Yes  
 Committee's Minute TUES. 16 FEB 1892  
 Assigned + L.M.C. 2.92



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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.

It is submitted that  
this vessel is eligible for  
THE RECORD + L.M.C. 2-92

N.A.

15-2-92



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