

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

11334

9 MAR 92

No. 11334 Date of Writing Report 7th March 1892 Port of Glasgow (Received at London Office)

No. in Reg. Book 65 Survey held at Glasgow on the Machinery of the S.S. Jane Clark in Master Taylor Date, first Survey 6th Jan'y Last Survey 5th March 1892 No. of Visits 11

Tonnage Gross 838. Net 532. Vessel built at Belfast By whom Workman, Clark & Co When 1883. 6

Registered Horse Power 96. Engines made at Belfast When 83 Boilers, when made (Main) 83 (Donkey) 83

No. of Main Boilers One Owners Clark & Service Port Glasgow Voyage laid up at Bowling

Steam Pressure in Main Boilers 80 lbs. If Surveyed Afloat or in Dry Dock Porthouse Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S. No. 1.88

in Donkey Boiler 50 lbs. Last Survey No. Port

Particulars of Examination and Repairs (if any) S.S. No. 2. + L.M.C. 2.88. B.S. 11.90

(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.

When the vessel was on slipway at the sea cocks were overhauled & examined. Propeller shaft drawn & found in good order. Propeller refitted & properly secured. Thrust shaft taken ashore and turned up in lathe, block fitted with new cotwheels. —

All parts of engines opened up, working parts overhauled and put in good order. —

On account of damage the temporary patch fitted at bottom of circulating tank taken off & refitted with larger bolts & an iron girder. —

Main and donkey boilers examined over all parts and along with the various mountings found in good order. —

Machinery tried under steam and safety-valves adjusted. —

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. 1.91, B.&M.S. 1.91, or L.M.C. 1.91, as the case may be.) is now in my opinion in a good and efficient working condition and eligible to be noted in the Society's Register Book: + L.M.C. 3.92. —

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 4/3/ 1892

Survey Fee (per Section 28) £ 3:10: Survey Fee

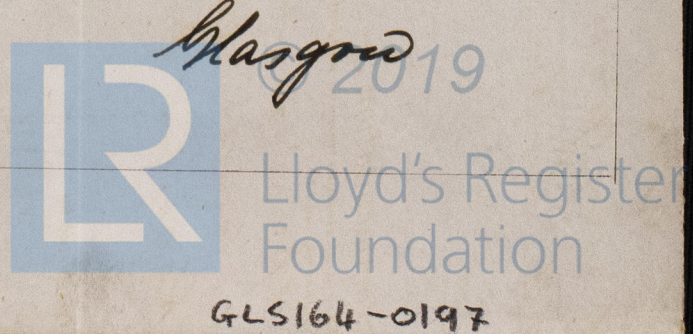
Special Damage Fee (per Section 28) £ 1:1: Received by me, 8/3/ 1892

Travelling Expenses (if chargeable) £ : : State if Certificate is required

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

Committee's Minute FRI 11 MAR 1892

Assigned + L.M.C. 3.92



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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. 3-92

W.A.

9-3-92



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