

11389

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

29 MAR 92

No. **11389** Date of Writing Report **28th March 1892** Port of **Glasgow**
 No. in Reg. Book **501** Survey held at **Glasgow** Date, first Survey **14th March** Last Survey **24th March 1892**
 on the Machinery of the **S.S. "Luchana"** Master **Arthur** No. of Visits **6**
 Tonnage { Gross **435** Vessel built at **Hartholop** By whom **Nikolj Alexander Roggen** YEAR. MONTH. **1871 - 9**
 Net **436** Engines made at **Salthead** When **1874** Boilers, when made (Main) **1881** (Donkey) **-**
 Registered Horse Power **90** Owners **Agnes + Louise Shanks Export, Glasgow** Voyage **Spain**
 No. of Main Boilers **one** If Surveyed Afloat of **the Dry Dock** Class of Vessel & Machinery **90A1**
 Steam Pressure in Main Boilers **15 1/2 lbs** **& Columbus slip** (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) **9-91**
 in Donkey Boiler **✓** Last Survey No. **SS. 6-91 + NB. 81** Port **Glasgow**

Particulars of Examination and Repairs (if any) **Boiler 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? **Yes**
 Do. " Donkey " " " **No**
 If this was not done, state for what reasons? **No opportunity**
 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? **Not adjusted**
 Did the Surveyor examine the Safety Valves of Donkey Boiler? **No**
 To what pressure were they afterwards adjusted? **Not adjusted**

When this vessel was on the Slipway, the sea-connections externally were examined, also a new propeller was fitted. The propeller shaft was not drawn in far enough to allow it to be examined.

The main boiler has been retubed at this time; on examination the end plates in steam space were found somewhat corroded; the sides of the furnaces - particularly the sides of centre furnace, were also affected and a large part of the port side has been cut out, and a patch fitted. It is considered that there is still sufficient strength at these parts, and on hydraulic pressure of 113 lbs per sq. inch was applied on completion of the repairs, with satisfactory results.

To complete this survey, the donkey boiler requires to be surveyed throughout and the safety valves of main boiler tested under steam to the working pressure.

This survey has been held at this time, at the owners request.

General Observations, Opinion, and Recommendation: - This vessels machinery, as far as seen, is in our opinion, in safe working condition, and eligible to have notification of **B.S. 3-92** on completion of the survey.

Office or Registration Fee (per Sec. 27)	£ :	Fees applied for
Survey Fee (per Section 28)	£ 1:10 "	28/3/92
Special Damage Fee (per Section 28)	£ :	
Travelling Expenses (if chargeable)	£ :	Received by me, 28/3/92

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

Committee's Minute **FRI 1 APR 1892**

Assigned **Deferred for completion**



If Report also sent new...

Certificate to be sent to Committee's Minute.

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

11387-96

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 WILLIAM B.B. (rigible for the record)

B.S. 3-92 when the dark boiler and its safety valves have been examined, and the safety valves of the Main and dark boilers adjusted under steam.

W.A.
31-3-92



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