

11440

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

SAT. 16 APL 1892

No. 11440 Date of Writing Report 16<sup>th</sup> April 1892 Port of Glasgow  
(Received at London Office)  
No. in Reg. 127 Survey held at Glasgow Date, first Survey 11<sup>th</sup> April Last Survey 12<sup>th</sup> April 1892  
on the Machinery of the "Pathan" Master Wright No. of Visits 2  
Tonnage Gross 2789 Net 1762 Vessel built at Glasgow By whom Lithen & Mansel When 1883 Boilers, when made (Main) 1883 (Donkey) 1883  
Registered Horse Power 350 Engines made at Glasgow Owners Mogul S.S. Coy. Ltd. Port Rochester Voyage China  
No. of Main Boilers Two Steam Pressure—80 lbs in Main Boilers 80 lbs in Donkey Boiler 45 lbs  
Surveyed Afloat or in Dry Dock Queens Class of Vessel & Machinery 100A1  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. 11440 Port Glasgow  
Particulars of Examination and Repairs (if any) Donkey Boiler  
(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. H. 8<sup>th</sup> April 1892

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? Not adjusted

At what pressure were they afterwards adjusted under steam? yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? 45 lbs.

To what pressure were they afterwards adjusted? 45 lbs.

As instructed by the Secretary's letter of above date, called on board to examine repairs to the donkey boiler. It is stated that in consequence of damage to the furnace crown — see Kobe Surveyors Report 462 21<sup>st</sup> Jan'y 1892 — the top half of the furnace was cut out, and a new half fitted, and the boiler tested by hydraulic pressure, while the vessel was lying at Yokohama; since which time the boiler has been at work in the usual manner. The manhole doors and fire-bars were taken adrift, and after examining the boiler throughout I am of opinion this repair has been carried out in a satisfactory manner; no sign of leakiness or defective workmanship was observed. The safety valves have been adjusted to a working pressure of 45 lbs per sq inch, and the boiler has been examined while under steam.

General Observations, Opinion, and Recommendation:— The repairs to this vessels

(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.)  
donkey boiler, are, in my opinion, of a satisfactory nature, and the machinery is eligible to remain as classed, without fresh record of machinery survey.

Office or Registration Fee (per Sec. 27).....	£	:	Fees applied for
Survey Fee (per Section 28).....	£	:	18
Special Damage Fee (per Section 28).....	£	:	
Travelling Expenses (if chargeable).....	£	:	Received by me,
			18

\*State if Certificate is required  
Committee's Minute TUES. 19 APL 1892  
Assigned As now

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





1144072

It is submitted that  
this vessel is eligible to  
remain AS CLASSED

CYF

16.4.92

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