

11753

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

No. 11453 Date of Writing Report Sept 1892 Port of Glasgow  
(Received at London Office MON. 12 SEP 1892)  
No. in Reg. Book. 988 Survey held at Glasgow & Irvine Date, first Survey 30<sup>th</sup> Aug<sup>st</sup> Last Survey Sept 2<sup>nd</sup> 1892  
on the Machinery of the S. S. Gorra Linn Master J. B. Clements No. of Visits 1  
Tonnage { Gross 801 Vessel built at Belfast By whom Northman, Clark & Co When 1884 - 4  
Net 506 Engines made at Glasgow When '84 Boilers, when made (Main) '84 (Donkey) '84  
Registered Horse Power 96 Owners J. & A. Millie Port Glasgow Voyage Bilbao  
No. of Main Boilers one If Surveyed Afloat or in Dry Dock Irvine Dry Dock  
Steam Pressure in Main Boilers 80 lb Class of Vessel & Machinery 100A. 11-89  
in Donkey Boiler 60 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S. 4-92

Last Survey No. Port

## Particulars of Examination and Repairs (if any) Special 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?

Do. " Donkey " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Engines & boilers of this vessel opened out for survey and there were examined the cylinders, pistons, slide valves, pumps, crankshaft, and other working parts. Found the H.P. valve face loose - face taken off & rejointed. Top half brass for each crank pin somewhat the worse for wear. They have been pieced and new ones ordered. The crank shaft has a flaw in H.P. crank pin also one in fillet, not of much importance in themselves, but the shaft in No 2 main bearing is very rough on the surface - a new shaft has been ordered and the owners have undertaken to have it fitted in place within a month from date. The thrust shaft is also somewhat rough & corroded on the go ahead side of the rings - the brass ring in block have been pieced. They were much the worse for wear. Have recommended the owners to remove this shaft and have it turned up at next annual survey. When the vessel was in Dry Dock examined the sea connections. Propeller removed & shaft drawn in. It is reduced in diameter through corrosion at each end of 1 1/2 brass liner, but is yet of sufficient diameter.

The safety valves are to be adjusted on the completion of this voyage in about a month. New wood fitted in Stern tube.

## 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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

I am of opinion the machinery is now in safe working condition and eligible to remain as classed in the Register Book without fresh record of survey. The owners have arranged to have the new crank shaft fitted, and the new half brasses for crank pins, and to adjust the safety valves at end of this voyage in a month from date.

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

\*State if Certificate is required

Committee's Minute

TUES. 13 SEP 1892

FRI 30 SEP 1892

Assigned Deferred

Note limit

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



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