

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

THURS. 29 SEP 1892

No. 11499 Date of Writing Report Sept 1892 Port of Glasgow

No. in Reg. Book 488 Survey held at Glasgow on the Machinery of the S. S. Terra Linn Date, first Survey 22<sup>nd</sup> Sept<sup>r</sup> Last Survey 23<sup>rd</sup> Sept<sup>r</sup> 1892 Master J. B. Clements No. of Visits 2

Tonnage { Gross 801 Net 506 Vessel built at Belfast By whom Buchanan Clarke & Co When 1884-4

Registered Horse Power 46 Engines made at Glasgow When Boilers, when made (Main) (Donkey)

No. of Main Boilers one Owners J & A. Millie Port Glasgow Voyage Continental

Steam Pressure in Main Boilers 80lb If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery 100A.1. 11-89

in Donkey Boiler 60 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S.C. N<sup>o</sup> 1-88

Last Survey No. 11753 Port Glasgow

## Particulars of Examination and Repairs (if any) Completion of 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 " See Glasgow Report N<sup>o</sup> 11753. Sept 1892.

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? 80lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? 46lb.

Steam raised in main & donkey boilers and safety valves adjusted. New crankshaft now fitted in place. Main bearings adjusted. New top half frames for crank pins fitted with white metal. Old bottom halves also fitted with white metal. Two new wrought iron keeps for bottom ends.

Appended hereto is a Report on new crankshaft forgings.

## 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.)

The above mentioned work has been satisfactorily carried out. I am of opinion the machinery is now in safe working condition and eligible to be classed + L.M.C. 9-92 in the Register Book, subject to the crankshaft being removed & turned up at next annual survey notice of which was sent to the Owners.

Office or Registration Fee (per Sec. 27)	£ :	Fees applied for
Survey Fee (per Section 28)	£ 3:10:	26/9 1892
Special Damage Fee (per Section 28)	£ :	
Travelling Expenses (if chargeable)	£ " 11: "	24/9 1892

Received by me, J. B. Robertson, Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute FRI 30 SEP 1892

Assigned + L.M.C. 9, 92 subject to.



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74 MC 9. 92  
subject to the thrust shaft being  
removed and turned up at the  
West Annual survey, say  
within the next 12 months  
on acct of tear & wear, a  
new thrust shaft was fitted  
and a few repairs to the  
machinery, effected

N.A.

29992



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