

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

11888

No. 11888 Date of Writing Report Nov 1892 Port of Glasgow  
 No. in Reg. Book 562 Survey held at Green S. S. "Yurgot" Date, first Survey 1st Nov 1892 Last Survey 8th Nov 1892  
 on the Machinery of the Master J. Lumre No. of Visits 2  
 Tonnage Gross 1076 Net 697 Vessel built at Sunderland By whom Short Bros When 1873-4  
 Registered Horse Power 98 Engines made at Hartlepool When '73 Boilers, when made (Main) '87 (Donkey) -  
 No. of Main Boilers One Owners J. & A. Wyllie Port London Voyage Continent  
 Steam Pressure in Main Boilers 65 If Surveyed Afloat or in Dry Dock Green Dry Dock  
 in Donkey Boiler 43 lbs Class of Vessel & Machinery A.1 9-90  
 Last Survey No. Port (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 7-90

## 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 " " "

this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

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?

Yes

No

Boiler required under steam.

Yes

Not yet adjusted.

No

43 lbs.

The engines & boilers of this vessel opened out for survey and there were examined the cylinders, pistons, slide valves, pumps & connections, crankshaft & shafting also the main boiler over all parts, safety valves & connections.

When the vessel was in Dry Dock the sea cocks & valves all overhauled - propeller removed and shaft drawn in for examination - the projecting portion of the brass liner was slack and has been cut off.

All the water service pipes in engine room were removed and new ones fitted.

To complete the survey the donkey boiler requires to be examined and the safety valves of main boiler adjusted under steam - The Owners have arranged for this to be done at completion of voyage in about 15 days.

## 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 these engines & boilers are now in safe working condition and eligible to be classed L.M.C. 11-92 in the Register Book subject to the examination of donkey boiler and adjusting of main boiler safety valves. To be completed in about 15 days

Office or Registration Fee (per Sec. 27)

Survey Fee (per Section 28)

Special Damage Fee (per Section 28)

Travelling Expenses (if chargeable)

Fees applied for

£ 3 : 10 : "

£ :

£ \* : 10 : 2

14/11/1892

Received by me,

16/11/1892

\*State if Certificate is required

Committee's Minute

Assigned

FRI 18 NOV 1892

TUES. 22 NOV 1892

FRI 3 FEB 1893

J. P. Robson.

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



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When the donkey batteries have  
been surveyed and when  
the main safety valves  
have been adjusted in  
about 15 days time  
off.

17.11.92



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.