

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

11945

No. 11945 Date of Writing Report 13th Dec 1892 Port of Glasgow
 No. in Reg. Book 435 Survey held at Glasgow on the Machinery of the S.S. "Trafalgar"
 Date, first Survey 28th Nov^r Last Survey 6th Dec^r 1892
 Master Collinson No. of Visits 6
 Tonnage Gross 1589 Net 1029 Vessel built at Sunderland By whom J. Blumenthal & Co. When 1889-8
 Registered Horse Power 180 Engines made at Glasgow Boilers, when made (Main) 1889 (Donkey) 1889
 No. of Main Boilers 2 Owners S.S. Trafalgar Co., Ltd. Port London Voyage Meditⁿ
 Steam Pressure in Main Boilers 160 lb. If Surveyed Afloat or in Dry Dock Both - Govan
 in Donkey Boiler 100 lb. Class of Vessel & Machinery 100A1
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

(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?

Damage stated to be due to stress of weather, and by the propeller striking - See Damage Report.

Work now done: - Vessel docked, propeller re-fitted on shaft: new bottom end brasses fitted to connecting-rod of I.P. engine: new L.P. slide rod gland: condenser tubes re-packed, fifty new tubes fitted, and the condenser tested by water pressure: two Engine Room bilge pipes, and several main boiler auxiliary steam pipes repaired: holding down bolts to C. B. plate, and packing strips, overhauled: the shell long-butto at front end of each main boiler caulked and re-riveted: both main boilers sealed: fire which steam pipes re-braced: steam steering gear engine opened out, and working parts overhauled: main engine opened out, and all shafting examined, also the pumps and sea-cocks, with their connections examined.

Repairs due to other causes: - Two non-return valves fitted to After Engine Room bilge suction cock, to facilitate pumping arrangements.

General Observations, Opinion, and Recommendation: - In my opinion this vessel

(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.)

machinery is now in safe working condition, and eligible to remain as classed, without fresh record of survey.

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| Office or Registration Fee (per Sec. 27)..... | £ : | Fees applied for 14/12/1892 Received by me, 16/12/1892 |
| Survey Fee (per Section 28)..... | £ : | |
| Special Damage Fee (per Section 28)..... | £ 3 : 3 : | |
| Travelling Expenses (if chargeable)..... | £ : | |

*State if Certificate is required

Committee's Minute TUES. 20 DEC 1892 TUES. 24 JAN 1893

Assigned As now

11945-92

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 is eligible to
remain AS CLASSED.

On acct of damage, a large number
of small repairs were effected
to the Engines & Boilers - also
a small repair to facilitate
the pumping arrangement

W.A.

17-12-92



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