

No. 12899

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

(Received at London Office MON. 30 APR 1894)

Date of writing Report *26th Apr 94* When handed in at Local Office *is* Port of *Glasgow*
 No. in Reg. Book *1143* Survey held at *Glasgow* Date, First Survey *28 March* Last Survey *21 April 1894*
 on the Machinery of the *Wood, Iron or Steel* *Crown of Arragon* Master *Doan*
 Tonnage { Gross *2256* Vessel built at *Greenock* By whom *Scott & Co* When *1883* MONTH *10*
 Net *1486* Engines made at *do* When *83* Boilers, when made (Main) *83* (Donkey) *83*
 Registered Horse Power *275* Owners *Sam. Pringle & Co* Port *Glasgow* Voyage *London*
 No. of Main Boilers *2* Steam Pressure in Main Boilers *90 lbs* If Surveyed Afloat or in Dry Dock *Meadowside*
 in Donkey Boiler *60 lbs* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Damage*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

If the Survey is not complete state what arrangements have been made for its completion?

Account of Damage caused through the breaking of the shafting in this vessel the Engines have been opened up and all the working parts, pistons, pumps, levers, Cyls examined, one of the piston rods found cracked at the neck (piston) renewed all sea connections in Dry Dock. The whole of the shafting in this vessel has now been renewed (except one length (152' Tunnel) which was sent out from Glasgow fitted on board at Suez in July last & the propeller shaft which had been spare was fitted at Zanzibar in Dec last) and on the 23rd March last the Thrust shaft became broken breaking & damaging the crank shaft. See Copy of Damage Report appended herewith. The Tunnel shafting is in 18 ft lengths & were originally fitted with one bearing to each two bearings with bolts to suit have now been

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. 902, B.&M.S. 902 or D.E. 902, as the case may be.)

The repairs to the machinery of this vessel have been satisfactorily carried out, & the machinery & boilers are now in good order & reliable in our opinion to be noted L.M. C. 4/94 and the propeller to be examined as per the owners letter appended herewith

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ 55.
 Travelling Expenses (if chargeable) £ : :

Fees applied for

26/4/94

Received by me

28/4/94

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

*State if Certificate is required

Committee's Minute *TUES. 1 MAY 1894*

Assigned

*+ L.M.C. 4. 94**note.**subject*

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introduced in the case of each length of shaft.
New Crank Shaft fitted & all the main bearing
overhauled. New Thrust block fitted to suit new
shaft & seating stiffened. New bronze propeller
has now been fitted.
Boilers and all their connections examined
throughout.

In consequence of such a serious break-
down of the shafting in this vessel it was
not considered advisable to retain the
three remaining lengths of Lummel shafting, in
which no damage was apparent, although one was
found to be slightly bent. These shafts together
with the portions of the broken shafts were broken
up at the works of Messrs J & W Henderson in
the presence of the writer & owners & under-
writers representatives, and were found
(except in one case) to be easily broken, and
showed the material to be crystalline throughout.
The Society's Lye Inspector Mr. Hamilton, was
also present at the breaking of two of the afore-
mentioned shafts.

J. M.

Report on Forgings will follow.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

THE RECORD + LMC 4974 subject to the Bronze

propeller being examined when the vessel
is next on Dry Dock.

Due to Damage.

Ingress of moisture & sea connections

shafting overhauled one

new piston rod fitted

the shaft of the shafting

removed, except propeller

shaft & one length of Lummel

shafting.

Three lengths of Lummel

shafting not damaged

(except one slightly

bent) removed

as others had

broken

J & W

30-4-94



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