No. 13023

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

(Received at London Office SAT. 16 JUN 1894)

Date of writing Report ..... 18 ..... When handed in at Local Office ..... 18 ..... Port of Glasgow

No. in Reg. Book. 260 Survey held at Glasgow Date, First Survey 15th May Last Survey 11th June 1894 (No. of Visits .....)

on the Machinery of the ~~Wood~~, Iron ~~or Steel~~ S. S. "Perth" Master J. Scobie

Tonnage { Gross 653 / Net 395 } Registered Horse Power 80

No. of Main Boilers 1

Steam Pressure— in Main Boilers 70 lbs in Donkey Boiler 50 lbs

Vessel built at Port Glasgow By whom Murdoch & Murray When 1882 (Year) 11 (Month)

Engines made at Dumbarton When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

Owners J. Rankine & Port Glasgow Voyage Rotterdam

If Surveyed Afloat or in Dry Dock (State name of Dock.) Ardrossan Dry & Afloat

Last Survey No. 5969 Port Dundee

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 12,91		+LMC 9,91
S.S.Lt. No. 2-91		B.S. 1,93

Particulars of Examination and Repairs (if any) +LMC & 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? See Dundee Report No. 5969

Do. " Donkey " " " Yes. "

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? Yes

At what pressure were they afterwards adjusted under steam? 70 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 50 lbs.

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

Vessel placed in dry dock, tail shaft drawn in & examined found in good condition, new wood lining fitted in lower part of stern bush. All sea cocks & valves taken adrift, overhauled, and examined, two cocks being refitted on new plates. Propeller & fastenings examined & found in good order.

All parts of Machinery viz. Cylinders, pistons, slide valves pumps etc. opened up & examined, ridges on face of H.P. Cylinder chipped & filed; H.P. slide valve taken to shop & planed, & valve face chipped & filed in place. Liner fitted on back of spring behind L.P. slide valve H.P. & L.P. valve spindles cut & new ends welded on. New brass liner fitted on H.P. eccentric strap. New covers fitted on feed pump. All shafting including crank shaft uncoupled, examined & tried for truth, found to be in good condition & line. Twelve new liners fitted in thrust block.

Main Boiler filled to apply hydraulic test (See Dundee Report No. 5969)

General Observations, Opinion, and Recommendation:— The machinery of above vessel is now in good condition & eligible in my opinion to remain as classed with new record of ~~+~~ L.M.C. 6,94.

(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. 9,92, B.&M.S. 9,92 or ✠L.M.C. 9,92, as the case may be.)

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 14/6/1894
Survey Fee (per Section 28)	£ 3 : 10 : 0	
Special Damage Fee (per Section 28)	£ : :	Received by me, 15/6/1894
Travelling Expenses (if chargeable)	£ 2 : 14 "	

*State if Certificate is required

Alex^r Kidd.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 19 JUN 1894

Assigned +LMC 6,94

Insert Character of Ship and Machinery precisely as in the Register Book.

State if a ... or if not whether, and when one will be sent.

(The Surveyors are requested not to write on or below the space ... Committee's Minute.)

LR ... Form No. 9—In

GLS170-0087 (112)

It is submitted that this vessel is eligible for THE RECORD + LMC 6, 94

on account of Wear & Tear
Several moderate repairs
effected to Boilers & machinery

on account of damage
Moderate repairs
effected to Machinery
& Boilers

A R R
16-6-94

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 THE MARGIN.

Port of Glasgow Continuation of Report No. 13023 dated 11th June 1894 on the

S.S. "Perth" of Glasgow

examined inside furnaces & Combustion chambers found a bolted Covering Patch on back plate of Star Combustion Chamber Cracked & leaking, on removing this Patch found back plate cracked in several places between screwed stays, recommended defective part to be cut out & a rivetted patch to be fitted with four new screwed stays, in centre Combustion Chamber found 2 screwed stays leaking recommended nuts to be removed stays caulked & new nuts & washers fitted furnace plating at back flanged part wasted & cracked recommended defective part to be cut out & an efficient patch fitted. In port Combustion chamber found a small cups bolted patch on leaky stay the nut being away & stay cut flush & chamber plate cracked, recommended a rivetted washer to be fitted & a new screwed stay with nuts back & front also two screwed stays leaking to be renewed. The above repairs have all been efficiently carried out, & the boiler afterwards tested by hydraulic pressure to 105 lbs. when everything was tight & satisfactory. Safety valves & all other mountings have been overhauled, examined & renewed where required.

Donkey Boiler. tested by water pressure to 55 lbs. when uptake leaked badly, boiler afterwards being opened up & examined found a large blistered hole in back of uptake, recommended defective part to be cut out & an efficient patch fitted, which is now done. Safety valve & all mountings overhauled, examined & renewed where necessary.

Steam has been raised on main & Donkey boilers & their safety valves adjusted to safe working pressures, the engines were tried, when everything worked satisfactorily.

For Damage. The shafting was all uncoupled & tested for truth & tail shaft drawn in & examined. The main & Donkey boilers tested by hydraulic pressure. New cast-iron chock fitted under main boiler & boiler securely fastened to vessel, all pipes repaired, renewed & refitted where necessary, donkey pumps bilge & ballast connections all overhauled cleaned & repaired as required, platforms gratings, telegraph etc. all renewed & repaired as required & M. & D. boilers recovered with non conducting composition two new steam pressure guages fitted.

210.—L.R.P.H.—3,000.—21/6/93.—Transfer Ink.