

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

No. 13810.

(Received at London Office)

THUR 11 JUL 1895

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

No. in Reg. Book. Survey held at Glasgow Date, First Survey 24 June Last Survey 18 July 1895

*460 on the Machinery of the ~~Wood~~ Iron or Steel S. S. Part Darwin Master Mr. B. Wacey

Tonnage { Gross 2517 Net 1628 Vessel built at Newcastle By whom A Leslie & Co When 1884

Registered Horse Power 35 Engines made at Newcastle Boilers, when made (Main) 1884 (Donkey) 1884

No. of Main Boilers 20 No. of Donkey Boilers 1 Owners A. Cote & J. A. Ridley Port London Voyage Buenos Ayres

Steam Pressure in Main Boilers 100 If Surveyed Afloat or in Dry Dock London Dock. (State name of Dock.)

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

Last Survey No. Port

Particulars of Examination and Repairs (if any) Completion of + 100 A 1

(Periodical Surveys, when held, must be reported in detail and serially 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 London report No 56311.

Do. Donkey " " " Yes & found it in a good condition

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? Seen previously

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes & found them in a good condition

To what pressure were they afterwards adjusted? 48 lbs.

Has the propeller shaft been drawn and examined at this time? no

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

Examined the Sea-cocks & connections & found them good.

Examined the donkey boiler and found some of the rivets in the lower part of the vertical seam at the back of the combustion chamber leaking. These have been renewed. The uptake in the donkey boiler above the waterline was found bulged. As it was of ample thickness ($\frac{1}{2}$ ") this part has been repaired by fitting a dog stay. The starboard safety valve of the donkey boiler was found to be worn down to such an extent that the flat lift was nearly touching the seat. A new valve has been fitted and adjusted under steam as stated above.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion for the record B.S. 3-95 as recommended in the London Report No 56311

Office or Registration Fee (per Sec. 27) £ : : Fees applied for

Survey Fee (per Section 28) £ : : 18

Special Damage Fee (per Section 28) £ : : Received by me,

Travelling Expenses (if chargeable) £ : : 18

*State if Certificate is required

Committee's Minute

Assigned

FRI 12 JUL 1895

THUR, APR 2 1896

FRI JUN 5 1896

TUES. 15 OCT 1895

C. G. Hromeyer.

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



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65172-0299

on account of wear & tear
Moderate repairs effected
do Donkey Boiler

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 for
THE R.I.C. & L. B.S. 3.95

A.R.R.

11.9.95
1381046



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.