

No. 13948

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

TUES, 6 OCT 1895

(Received at London Office)

Date of writing Report *1st Oct 1895* When handed in at Local Office *1st Oct 1895* Port of *Glasgow*
 No. in Reg. Book. Survey held at *Glasgow* Date, First Survey *24th Sept 1895* Last Survey *30th Sept 1895*
52 on the Machinery of the *Wood, Iron or Steel* *S.S. Har* Master *R Hudson*
 Tonnage { Gross *289* Net *137* Vessel built at *Bowling* By whom *Leitch & Co* When *1884* 3
 Registered Horse Power *55* Engines made at *Glasgow* When *1874* Boilers, when made (Main) *1884* (Donkey) *1884*
 No. of Main Boilers *1* Owners *J Hay & Son* Port *Lynn* Voyage *Coasting*
 No. of Donkey Boilers *1*
 Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock, Slipway *Slipway*
 in Donkey Boilers *48* (State name of Dock.) *Helvinkhaugh*

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 or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A1</i>	<i>1-95</i>	<i>2 M C</i>
<i>ss No 2-92</i>		<i>4-92</i>
		<i>BS-7-94</i>

Last Survey No. _____ Port *Docking & Boilers Survey*
 Particulars of Examination and Repairs (if any) *Boilers Survey*
 (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? *Yes*
 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? *80 lbs per square inch*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
 To what pressure were they afterwards adjusted? *were found to blow at 45 lbs per square inch.*
 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? *Complete.*

When this vessel was on slipway the propeller and sea cock fastenings were examined.

Main boiler and its safety valves, and mountings, opened up and examined. found the bottom & lower portion of back plate in port combustion chamber much wasted by corrosion. also the shell plating corroded at bottom, caused by the bolts in bottom flange of gusset stay leaking. This gusset stay has been cut out, a doubling riveted to back plate, and an internal plate bolted over the holes previously used to attach bottom flange of gusset stay to shell plating. As there was only 2" of space between top of keelson and bottom of boiler rivets could not be put in.

A 2" longitudinal stay has been fitted instead of the gusset stay, and the corroded portions of port C Chamber bottom and back plates have been cut out, and riveted patch fitted (The repairs were found tight under 80 lbs per sq. in.)
The Donkey boiler and its safety valves examined and found in good condition.

General Observations, Opinion, and Recommendation:—
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 1, 94, B.&M.S. 1, 94 or L.M.C. 1, 94, 140 lb., F.D., &c.)
The machinery of this vessel, so far as seen is in good condition, and is eligible in my opinion to remain as classed, with fresh record of BS 9.95. in register book.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *1.10* : :
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for *5/10/1895*
 Received by me, *4/10/1895*

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

*State if Certificate is required _____
 Committee's Minute _____
 Assigned *689.95*

FRI 11 OCT 1895



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

16-LAPH-Report No. 9-Transfer Ink-5,000, 3/4/95. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

Repairs to main boiler owing to wear & tear 13978. lbs.

It is submitted that this vessel is eligible for THE RECORD B.S. 9. 95.

W.S.
9.10.95.

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.



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