

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

(Received at London Office **WED, 20 NOV 1895**)

Date of writing Report *16<sup>th</sup> Nov 95*, When handed in at Local Office *18* is *18* Port of *Glasgow*

No. in Reg. Book. *68* Survey held at *Glasgow* Date, First Survey *1<sup>st</sup> Nov 94* Last Survey *14<sup>th</sup> Nov 94* 18*95*

*68* on the Machinery of the *Wood, Iron or Steel* *Earlands* Master *Symonds*

Tonnage Gross *1361* Net *1361* Vessel built at *Hartlepool* By whom *M. Quay, Esq. & Co.* When *1889-8* YEAR MONTH

Registered Horse Power *165* Engines made at *Hartlepool* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*

No. of Main Boilers *2* Owners *H. Hardy, Esq. & Co.* Port *H. Hartlepool* Voyage *Merchants*

No. of Donkey Boilers *1* Steam Pressure in Main Boilers *130 lbs* If Surveyed Afloat or in Dry Dock *Queens* (State name of Dock.)

No. of Donkey Boilers in Donkey Boilers *1*

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 how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100A1</i>	<i>12-93</i>	<i>+L.M.C</i>
<i>35/Dec 90-1-93</i>		<i>7-93</i>

Last Survey No. *12349* Port *Glasgow*

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

(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? *None*

And what parts of the Boilers could not be thus thoroughly examined? *None*

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? *None*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*

At what pressure were they afterwards adjusted under steam? *135 lbs*

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

To what pressure were they afterwards adjusted? *55 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? *Nothing to be done, till arrival in N. York from*

*Main boilers and mountings opened out for survey. Internally, the boilers were found in good condition, but the port furnace of Starboard Reiler, and both furnaces in Port boiler were found to be sagged in the direction of their length, from the back tube plate to the furnace front, to the extent of about  $\frac{1}{8}$ " at the point of greatest deflection, near the middle rib. The furnaces are Rivier's Patent Ribbed. Recommended these furnaces to be forced to their original shape, but owing to press of work, the Super<sup>r</sup> Engineer requested this repair might be delayed till return of vessel from present voyage, in six weeks time. The steam pressure has on this recent, been reduced from 154 lbs to 130 lbs per sq on each boiler. The safety valves blowing freely, at 135 lbs. Donkey boiler examined, and found in good order.*

General Observations, Obinion, and Recommendation:— *It is submitted the machinery of this vessel may remain as specified in the Register Book, and in my opinion, will be shippable to have notification B.S. 11-95 provided the above mentioned repairs be carried out to the satisfaction of our Surveyor, in six weeks time.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	24	16	<i>16/11/95</i>
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	<i>19/11/95</i>

*R. J. Pennington*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute **FRI, 22 NOV 1895**

Assigned *B.S. 11, 95*

**FRI, JAN 31 1896** **FRI, FEB 14 1896**

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GLS 173-0267

State if a Report is also now sent on the Ship, or if not whether, and when, one will be sent.  
 16-LRPH—Report No. 8—Transfer Ink—5,000, 3/4/95.  
 \*Certificate to be sent to  
 (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.

It is submitted that  
this vessel is eligible for  
**THE RECORD.**

14081 g/s

B.S. 11-95 subject

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 Main Boiler frames be repaired  
& examined within six weeks.

Main Boiler pressure to be  
recorded 130 lbs while in service.

Ans.  
20-11-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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