

No. 14243

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

(Received at London Office) MON. MAR 9 1896

Date of writing Report *6th March 1896* When handed in at Local Office *6th March 1896* Port of *Glasgow*
No. in Reg. Book. *520* Survey held at *Glasgow* Date, First Survey *23rd Feb 96* Last Survey *3rd March 96*
on the Machinery of the Wood, Iron or Steel *S. S. Borghese* Master *John C. Black*
Tonnage { Gross *2044* Net *1331* Vessel built at *Sunderland* By whom *H. Pile & Co* When *1870* 11
Registered Horse Power *230* Engines made at *Glasgow* When *1882* Boilers, when made (Main) *1882* (Donkey) *1885*
No. of Main Boilers *2* Owners *Raeburn & Co* Port *Glasgow* Voyage *Ancona*
No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat*
Steam Pressure in Main Boilers *80* (State name of Dock.) *Laurie*
in Donkey Boilers *60*

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 often inspected.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A 1 8-94 11 Chms 5-91		* L A B 4-91 * E B 82 B S 2-95

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *Special Survey*

(Periodical Surveys, when held, must be reported in detail and verbatim 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 " " " *No*

If this was not done, state for what reasons? *Steam on same for cargo purposes.*

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? *75 lbs per square inch.*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*

To what pressure were they afterwards adjusted? *Not adjusted*

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? *To complete Survey. The donkey boiler.*

The main injection valve, all shafting (excepting the crank pins of crank shaft) to be examined. This to be done on vessels return to the UK in about ten weeks time.

(Now examined) Air, circulating, bilge & feed pumps. HP & LP crank pins, low pressure cylinder and piston. (For other portions of machinery examined see Gls Report No 13994).

The two main boilers, their safety valves and mountings opened up and examined. found the insides of the four furnaces in port boiler to be bare 3/16" thick along line of fire bars, also end of furnace where flanged to take end plate corroded right through. and a crack about two inches long in a similar position in starboard boiler. The thin portions of furnaces have been cut out and riveted patches fitted. eight patches in all. a patch has also been fitted on flange of furnace, and the crack in furnace flange in starboard boiler chain pinned.

The repairs done were found to be tight under full steam pressure.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel*

(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. 4, 94, B.&M.S. 4, 94 or L.M.C. 4, 94, 140 lb., F.D., &c.)

*so far as seen is in good condition and is eligible in my opinion to remain as classed in register book with fresh record of * L M C 3-96 when the Survey is completed.*

Office or Registration Fee (per Sec. 22)..... £

Survey Fee (per Section 28)..... £ *5 10*

Special Damage Fee (per Section 28)..... £

Travelling Expenses (if chargeable)..... £

Fees applied for

6/31 1896

Received by me,

7/31 1896

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

*State if Certificate is required

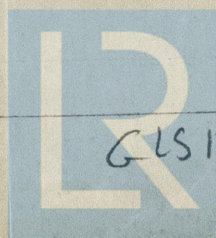
Committee's Minute

TUES. MAR 10 1896

TUES. MAY 19 1896

Assigned

Deferred



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