

No. 11249

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

MON. MAR 16 1896

(Received at London Office)

Date of writing Report \_\_\_\_\_ 18 \_\_\_\_\_ When handed in at Local Office \_\_\_\_\_ 18 \_\_\_\_\_

No. in Reg. Book. Survey held at Glasgow Port of Glasgow Date, First Survey 22 Feb Last Survey March 96

130 on the Machinery of the Wood, Iron or Steel S S Pathan (No. of Visits) \_\_\_\_\_ Master John Day

Tonnage { Gross 2709 Net 1762 Vessel built at Glasgow By whom Aitken & Mansel When 1883 YEAR MONTH 3

Registered Horse Power 351 Engines made at Glasgow When 1883 Boilers, when made (Main) 1883 (Donkey) 1896

No. of Main Boilers 2 Owners Hoguel & Ship Co Ltd Port Rochester Voyage London via Liverpool

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both (State name of Dock) Govan dry. Saum vat

Steam Pressure in Main Boilers 50 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 50

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Special Survey

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned original.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A 1</u>		<u>Ltd C</u>
<u>10-94</u>		<u>10-91</u>
<u>100 Chi 102 91</u>		<u>BS 7-94</u>

(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. (new donkey boiler)

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? Starboard boiler and Superheater 85 lb per square inch

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

To what pressure were they afterwards adjusted? 50 lb per square inch.

Has the propeller shaft been drawn and examined at this time? Yes

If the Survey is not complete state what arrangements have been made for its completion? to complete survey the safety valves of

(port boiler) require to be adjusted. The owners state this will be done at Liverpool in a few days. (The Liverpool Secretary has been advised)

Examined the two main boilers and superheater, found two patches at the knuckles of furnace and tube plate in mid C chamber, and one patch on port side of mid<sup>aft</sup> furnace in starboard boiler cracked at rivet holes, also one knuckle patch in mid forward furnace broken at rivet holes, also six combustion chamber side stays with their nuts broken or burnt off. Four new patches have now been fitted, and six new nuts fitted on C Chamber stays.

Safety valves and mountings of main boiler & Superheater examined. A new donkey boiler has now been fitted, for particulars of which see separate report.

Machinery opened up throughout and the cylinders, pistons, slide valves, air circulating, bilge & feed pumps, condenser, and all shafting examined. A new bilge injection pipe now fitted, the old one having collapsed. When this vessel was in dry dock the propeller shaft was drawn in and the sea cocks opened up and examined.

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. 494, B.&M.S. 494 or L.M.C. 494, 140 lb., E.D., &c.)

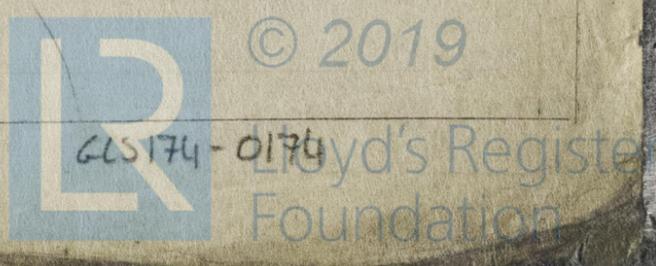
The machinery of this vessel is now in good condition, and is eligible in my opinion to remain to remain as classed and to have fresh record of Ltd C 3-96 in register book when the safety valves of port boiler have been adjusted.

Office of Registration Fee (per Sec. 27).....	£		Fees applied for <u>14/3/ 96</u> Received by me, <u>14/3/ 96</u>
Survey Fee (per Section 28).....	£	<u>5 10/11</u>	
Special Damage Fee (per Section 28).....	£	<u>4 10/11</u>	
Travelling Expenses (if chargeable).....	£		

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

Committee's Minute TUES. MAR 17 1896 TUES. MAR 24 1896

Assigned Deferred



Stat. of & Report is also now sent to the Registrar of Shipping, and when, one will be sent.

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

Let. to Liv  
16/3/96  
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