

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

SAT. MAY 2 1896

(Received at London Office)

Date of writing Report 1st May 1896 When handed in at Local Office 1st May 1896 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, First Survey 28th April Last Survey 19th April 1896
 on the Machinery of the Wood, Iron or Steel S S Cora Linn Master J B Clements
 Tonnage Gross 785 Net 474 Vessel built at Belfast By whom Horsmen Clark & Co When 1884
 Registered Horse Power 96 Engines made at Glasgow When 1877 Boilers, when made (Main) 1884 (Donkey) 1882
 No. of Main Boilers 1 Owners J & A Kyle Port Glasgow Voyage Bennetont
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Taem
 Steam Pressure in Main Boilers 80 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers 45

Last Survey No. 10225 Port Sts

Particulars of Examination and Repairs (if any)

(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.)

CHARACTER of Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A1 9-95		L.M.C. 2-95
S S Linn In 2-92		

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No
 Do. " Donkey " " " Yes
 If this was not done, state for what reasons? See Cert reports for 114202 & 114225.
 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? ✓
 At what pressure were they afterwards adjusted under steam? ✓
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes
 To what pressure were they afterwards adjusted? No 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 the B Survey the safety

values of donkey boiler require to be adjusted under steam. This to be done on vessels return in about three weeks time.

(Repairs now done to donkey boiler) The wasted portion of shell plating about 2-6 square around main stop valve has been cut out and a riveted patch fitted & the stop valve fitted on patch. The wasted portions of the three vertical landings at bottom of furnace have been cut out and riveted patches fitted. Two of the mud hole doors have been dressed and new doors fitted.

Owing to the short stay of this vessel in port (viz two days) there was not sufficient time to raise steam to adjust valves.

(The Superintendent Mr Hallpike has been informed of the Survey in 3 now due, and states that the greater portion of this survey was carried out at Bilbao in the month of February 1895. but cannot say when same will be completed.)

General Observations, Opinion, and Recommendation:—

The machinery of this vessel so far as seen is in good condition and is eligible in my opinion to remain as classed, and to have fresh record of B.S. 1-96 in register book when the safety valves of donkey boiler have been adjusted.

	£	Shillings	Pence	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee (per Section 28)				
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				18
Received by me,				

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

Committee's Minute TUES. MAY 5 1896

Assigned Deferred for completion of S.S. Linn

FRI. JUL 3 1896
FRI. MAY 29 1896
FRI. JUN 5 1896
FRI. 22 JAN 1897

Certificate to be sent to... Report is also... if not whether... sent.

Boiler for Kiel Exhibition

Report on the manufacture of a main boiler of the (Babcock & Wilcox marine type).

The headers, and water, and steam drums have been made of steel manufactured by the Heardale Iron Co. and Messrs David Colville & Son, and the tubes by the Mannegman Co., & Messrs James Cadie & Son.

The whole of the welding, staggering, boring, facing, and the fitting together of the various sections, or elements of tubes, the plating, riveting, and manufacture of the drums, with all their connections, together with the casings, and fittings have been done at the Babcock & Wilcox works at Kilbowie in accordance with the plans & specifications submitted.

Each element when finished, also the water, steam, and mud drums, have been tested in our presence by hydraulic pressure to (400) four hundred pounds per square inch and the certificate mark stamped on same is

4014
400 lbs
10/2/96 G.M.

The workmanship throughout is of the best quality and the several sections, drums, fittings, casings, &c. have been forwarded to Kiel, where the several sections will be fitted together in the Kiel Exhibition.

The three approved photo prints now forwarded.

We are advised that the boiler is not to be under steam at the Exhibition and will probably be returned to the works here.

George Murdoch

James Hollister

Lee & Co. -

as per London letter

Paid 28/5 1896 G.M.

It is submitted that this Water-tube boiler has been constructed under Special Survey & will be exhibited at the Kiel Exhibition & afterwards will probably be returned to the makers, therefore no further action need be taken at present.

A.S.

2.5.96.

Not for Classing Committee

A.S. 27/5/96