

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

MON 21 JUN 1897

(Received at London Office)

Date of writing Report *June 15th 1897* When handed in at Local Office *is* Port of *Claydon*

No. in Reg. Book *162* Survey held at *Claydon* Date, First Survey *May 21st* Last Survey *13th June 1897*

162 on the Machinery of the Wood, Iron or Steel *Ed. O'Connell* Master *M. G. Sommer*

Tonnage { Gross *3880* Net *2674* Vessel built at *Belfast* By whom *Hortman & Co.* When *1894-10*

Registered Horse Power *398* Engines made at *"* When *1894* Boilers, when made (Main) *1894* (Donkey) *1894*

No. of Main Boilers *"* Owners *China Mutual S. Navigation Co. Ltd.* Port *London* Voyage *"*

No. of Donkey Boilers *"*

Steam Pressure in Main Boilers *180* If Surveyed Afloat or in Dry Dock *both* (State name of Dock) *J. W. Henderson & Coy.*

in Donkey Boilers *180*

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 more or less.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 Ad</i>	<i>12/96</i>	<i>+L.M.C</i>
		<i>10/94</i>

Last Survey No. *"* Port *"*

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially 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?

Do. " Donkey " " " " "

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? At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time? If spare propeller shaft fitted, state whether new?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

On account of damage to the stern tube and the wearing out of the lignum vitae wood in the bush, a new stern tube with bushing complete has now been fitted in place of the one damaged & broken (which is of MacColl & Maston's description) The propeller shaft has also been replaced by the spare one fitted with brass liners to suit the new tube, the after bulkhead repaired and stern tube thoroughly secured thereto. The Lunnel shaft seats which were shaken & rivets loosened, re-riveted, and the after bearing block renewed and all the others overhauled & fitted with new bolts where necessary, three lengths of Lunnel shaft faired up & trued in the lathe and the spare Thrust shaft fitted in place of another length of shaft found defective (until a new one can be prepared.) Thrust & Lunnel shaft bearings overhauled, Two new propeller blades (Bronze) have been renewed to replace one entirely lost, and one broken & damaged.

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. 9,95, B.&N.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

The above repairs and those stated on Continuation Sheet have been carried out by Messrs J. W. Henderson & Coy and the machinery in good working condition and eligible in my opinion to remain as classed in the Register Book.

Office or Registration Fee (per Sec. 27)..... £ : :
 Survey Fee (per Section 28)..... £ : :
 Special Damage Fee (per Section 28)..... £ *5:5*
 Travelling Expenses (if chargeable)..... £ : :

Fees applied for

14/6 1897

Received by me,

21/6 1897

James Morrison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Clyde District

*State if Certificate is required *WED, 23 JUN 1897*
 Committee's Minute

Assigned *as now*

When unmed, Spare screw shaft & spare thrust
shaft fitted (the latter in the place of a turn)
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.

It is submitted that
this vessel is eligible to
remain as CLASSEED.

The Surveyor should be requested
to state whether the spare screw shaft
now fitted is a new one also whether
the new stem tube is MacCall's Patent.

H.L.
23.6.97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



MON 21 JUN 1897

Port of *Glasgow* Continuation of Report No. 15300 dated *June 15* ^{*1897*} on the*S. S. "Copack"*

This damaged one has been sent to the makers to have a new portion burnt into the edge of it, & then to be put on board as spare.

In addition to the aforementioned damage repairs, the after bulkhead has been stiffened by doubling plates, the Lunel shafting seats for bearings, have been fitted with an additional angle at bottoms, riveted to the top of double bottom; several pieces of angle bar introduced and riveted into the Engine seating which stands about 12" above the double bottom a considerable number of rivets renewed particularly in the central portion of the seating where they could be got at and around the outer flanges of the Sole-plate long bolts have been substituted with heavy ferule pieces fitted between the top of double bottom and seating so as to make the whole thoroughly secure.

James Molleson