

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

(Received at London Office.)

TUES. 14 FEB 1899

Date of writing Report *11th Feby 1899* When handed in at Local Office *11th Feby 1899* Port of *Glasgow*  
 No. in Reg. Book. *209* Survey held at *Glasgow* Date, First Survey *6. Feby 1899* and Last Survey *6. Feby 1899*  
 on the Machinery of the *Wood, Iron or Steel* *S.S. Devon* Master *Macdonald*  
 Tonnage Gross *1328* Net *840* Vessel built at *Newcastle* By whom *Palmers & Co Ltd* When *1879* 12  
 Registered Horse Power *140* Engines made at *Newcastle* When *1879* Boilers, when made (Main) *1879* (Donkey) *1879*  
 No. of Main Boilers *1* Owners *S.S. Devon Co Ltd* Port *Glasgow* Voyage *Santander*  
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat*  
 Steam Pressure in Main Boilers *75* (State name of Dock.) *Terminus Quay*  
 in Donkey Boilers *55*

Last Survey No. *12274* Port *Glasgow*Particulars of Examination and Repairs (if any) *Part Annual Boiler Survey*

(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.)

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A2 10-97</i>		<i>2 MC 9-96</i>
<i>15 B4 10-92</i>		<i>BS 1-98</i>
<i>15 B4 10-96</i>		

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? *Main boiler examined at Greenock*

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 *Externally only*To what pressure were they afterwards adjusted under steam? *80 lbs per sq. in.*Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*To what pressure were they afterwards adjusted under steam? *Not adjusted*Has the propeller shaft been drawn and examined at this time? *No*If spare propeller shaft fitted, state whether new? *Yes*State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *Yes*

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

*To complete the Survey the safety valves of donkey boiler require to be altered, again fitted on boiler & adjusted under steam. This to be done on vessel's return to Glasgow in about three weeks time, also ash pit part of shell to be stiffened.*

*Examined the donkey boiler and its safety valves & mounting. Found the ash pit portion of shell very much corroded. The safety valve spindle too short in swelled portion at bottom. (Small washers having been fitted to make spring bear on shoulder of spindle). These valves are also defective as regards lift. Recommended the complete safety valves to be taken off boiler, new spindles to be fitted, and one inch turned off the top of each valve to increase the lift. These valves are now in Messrs. Paterson & Son's shop for alterations, and are to be fitted on boiler on vessel's return to Glasgow. In the meantime the D. boiler is not being used.*

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. 9, 97, B.&M.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

*will, in my opinion, be eligible for record of B.S. 2-99 in register book as recommended in Greenock report, when the safety valves of donkey boiler have been fitted on boiler and the valves adjusted under steam, also the ash pit portion of shell plating stiffened.*

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

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

State if Certificate is required *Yes*

Committee's Minute

Assigned

*Deferred for compl. of B.S.*

FRI. 17 FEB 1899

FRI. 17 MAR 1899 FRI. 14 APL 1899

Lloyd's Register  
 GLS1837-04710

Has a Survey also been held on Ship?

If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.

\*Certificate to be sent to



P.S. due 1.99 to be completed on return  
Donkey boiler found shell bottom  
Corroded. ~~was reported~~  
Safety valves found defective

It is submitted that this  
vessel WILL BE eligible for  
the record. P.S. 2. 99 when  
The Safety Valves have been  
repaired and adjusted  
under steam, also shell  
bottom of donkey boiler  
to repair. Donkey  
boiler out of use  
till repaired.  
Expunge pressure

A.C.H.

15.2.99.

on 3 weeks  
to Glasgow  
bottom

N.B.—If this Report is copied by Copying Press, special 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 SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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