

Reference

Lloyd's Register of British and Foreign Shipping.

342, Argyle Street, Glasgow.

LLOYDS REGISTER

LONDON.

RECEIVED 22 OCT. 1898

AN88

Oct 21st 1898

Sir
 In reply to your enquiry regarding
 my report (No 16439) on the machinery
 of the S.S. "Moskva" I beg to state
 that I attended a trial of this
 vessel's machinery in the Firth of Clyde
 on the 6th Sept. when the engine
 worked at from 40 to 50 revolutions.
 Satisfactorily, except that the
 Belleville pumps did not act very
 freely. Subsequent trials were
 made by the builders on that
 account & also for speed, coal con-
 sumption, endurance, &c.

After changing the propeller
 pitches, overhauling & adjusting
 some of the working parts
 I attended another trial in
 the Firth of Clyde on the 3rd
 of Oct. when everything worked
 to my satisfaction and the
 following day the reports were
 forwarded for the Committee.

approval for Classification, & on the 5th inst the Certificates were rec^d here & immediately posted to the Builders.

Additional Trials for Conditions of Contract were carried out, & on completing those, the defects in the division webs of the Low Pressure Cylinder were discovered, and on the 12th inst in my absence Mr Austin examined the defects and method adopted by the Builder, & Owners representatives to make tight the part affected & on the 14th I made an examination of same when practically completed, & considered it a good & efficient job; and in accordance more with the wishes of the Owners representatives than any doubt I entertained on the matter I attended another Trial the following day 15th inst and reported the case to the Committee on the 19th with Sketch showing the defects & method of repair, and attached to Report was a press Copy of a letter to the Builders.

which was asked of them by the Owners.

I regret that from my supplementary report it should be thought that any defects were known to exist in the Engines of the S.S. "Moskva" before being reported to the Committee on the 4th inst. for Classification or that the Certificates were withheld in any way after being received here and I trust this explanation of the whole case will be approved by the Committee.

I am

Sir

Your Obedient Servant
James Mollison

The Secretary
Lloyd's Register
London



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Foundation

GLS270-0074^{3/3}

Referred to the Chief Engineer Surveyor.

Ys Moskva

ASD

22 OCT. 1898

Also for Mr. Hill to note

It is submitted that it be pointed out that it is
out of order to describe a report of Survey held
subsequent to those reported and acted upon by the
Committee as a continuation of the previous report. The
subsequent ~~Additional~~ report should have been an ^{entirely} additional one & it
should have stated the facts of the case as now set forth in
this present letter and further it should have been a joint report of both
Surveyors who held the Survey, viz Mr Austin who recommended the repairs & Mr
Mollison who saw them carried out. It should also be pointed out that in view
of the trial having been made on 3rd Oct, which was the last date of Survey, ^{or approved of the method of carrying out} recorded in the report, the statement
in the report that the engine had been tried under full power & had been found to be in
good order on subsequent examination is scarcely correct, the previous trial attended
not being full power as the revs were 70 to 80 whereas the report states the full power is about 90

The Surveyors should also be asked to state
definitely whether the repairs approved of the
Surveyors effected
J.M. 23/10/98 D.K. 1909