

No. 11189

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

(Received at London Office)

FEB 6 1895

Date of writing Report 4th February 1895 When handed in at Local Office 4th February 1895 Port of Greenock

No. in Book. Survey held at Port Glasgow Date, First Survey Nov. 23rd 1894 Last Survey 4th February 1895

63 J on the Machinery of the Wood, Iron or Steel Screw Steamer, "Neptune" Master J. Valle

Age Gross 1603 Net 999 Vessel built at Port Glasgow By whom R. Duncan & Co. When 1881-2

Registered Horse Power 160 Engines made at Greenock When 1881 Boilers, when made (Main) 1894 (Donkey) 1894

No. of Main Boilers Two Owners Neptune Societe Maritime Port Rouen Voyage Rouen

Steam Pressure 26 lbs If Surveyed Afloat or in Dry Dock Port Glasgow Dry Dock & Afloat Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

No. of Donkey Boiler 80

Last Survey No. Port

Particulars of Examination and Repairs (if any) of Machinery

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.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A 1. 2.92 S S Eng. No 2-88		LMC. 10.88. BS 5.92

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " Donkey " " " "

Was this not done, state for what reasons? New Main & Donkey Boilers now fitted in this vessel. for particulars

What parts of the Boilers could not be thus thoroughly examined? of New Boilers, see attached Reports.

On 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?

What pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

What pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Special periodical survey of Engines, and fitting new boilers in vessel.

Examined Cylinders, pistons, slide valves, Cylinder faces, crank shaft journals & pins, thrust & intermediate shafts & screw shaft drawn inboard, found several surface fins and aft marks on journals and circumferentially in after necks of both pins, which appear old, and apparently not extending any since marked, diameter of journals pins 10 1/8. found collars in thrust shaft considerably worn, and the body of shaft between collars wasted, diameter at smallest part 9 5/8 bare, good for 76 working pressure, at which pressure the boiler safety valves are now set. Examined propeller, stem, bush, sea connections & fastenings, and pipe connections, a number of bilge and ballast tank pipes and rose boxes renewed & repaired in hold, Engines & Boiler room & tunnel, slide valves, and doors on bulkheads overhauled, Air pump, Bilge pump, feed & bilge pumps overhauled, found bilge injection valve chest on circulating pump bottom broken, a new 3" valve chest now fitted, rings in thrust block lined up to fit collars, Ballast tanks under Engines & Boilers now done away with and General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 9,92, B.&M.S. 9,92 or L.M.C. 9,92, as the case may be.)

This vessel's Engines and Boilers are now in good and safe working condition, and are in my opinion eligible to be noted in the Register Book LMC 2.95 & NB 95

Fee or Registration Fee (per Sec. 27) £ : : Fees applied for 14. 2 18 95
Survey Fee (per Section 28) £ 7. 14 : :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ 6. 6 : :
Date if Certificate is required

Received by me, J. M. H. 7/11/95

Committee's Minute

Assigned + LMC 2.95 + NB 2.95

no NB 95

TUES 19 FEB 1895

TUES 23 APR 1895

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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.

Two Main & Donkey Boilers now
filled & Machinery overhauled &
repaired.

It is submitted that
this vessel is eligible for

RECORDED & INDEXED
F L M C 295
F N B 295

ND B 95 50 lb. A. G. H. 1895

The Main Boiler pressure
to be recorded as

96 lb

97 RSC

6-2-95

for
1895

Port of *Greenock*

Continuation of Report No. 11189 dated 14 February 1895 on the

Screw Steamer "Neptune" (ex "James Watt")

a bilge suction fitted at forward end of Boiler room, and a separate
Donkey suction fitted at after end of Engine room. Bilge well at after
end of Engine room now common with Engine room & Boiler room
bilges. Found smallest part of screw shaft when drawn inboard $10\frac{5}{8}$ diameter.

Old Main & Donkey Boilers removed from vessel. New
seatings built, and new Boilers satisfactorily fitted on board
and securely choked in their seatings. New lengths of Main steam
Copper pipes and one altered old length tested by hydraulic pressure
to 160 lbs per sq. in. tests satisfactory. all mountings for Boilers new except
two lengths Main steam pipes.

The Main Boilers now fitted were constructed for a working
pressure of 160 lbs per sq. in. The Owners contemplate tripling the
Engines shortly. The safety Valves are now set, and satisfactorily
tested for a working pressure of 76 lbs per sq. in. and safety valve
on Donkey Boiler set to 80 lbs working pressure and satisfactorily
tested.

A. C. Heron.



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