

19664

Report of Survey for Repairs of Engines and Boilers.

No. 14.

No. in
Reg. Book.

Survey held at

Cardiff

Date, first Survey

Oct-22

Last Survey

Oct 31st

1877

on the

Virginia Schiluzzi

Master

Ondurth

Tons

821

1290

Owners

H. A. Clarkson

Port belonging to

London

Classed

Years
assigned.

Character in Register Book.

100 A1

Diameter of Cylinder 30 3/8 + 60

Length of Stroke 36

Pressure of Steam 65

Registered Horse Power 150

Engines made at

Gateshead

When made

1872

By whom made

Black Hawthorn & Co

Particulars of Repairs and Examination at Special Survey No. 1.

New high pressure cylinder piston

Low pressure piston overhauled and adjusted

Piston and slide rod glands re-bushed and new neck bushes fitted

Whole length of shafting lined up true

Surface condenser tubes examined and cleaned

Air, feed, circulating & bilge pump examined and cleaned together with valves

Glands of air, feed, circulating & bilge pump rods rebushed

Main copper discharge pipe braised

Stool of thrust bearing strengthened and stayed

Slide valves refaced and adjusted

All cocks & valves on boiler and ship's bottom taken out overhauled & reground

Propeller refitted and bush examined

Boilers

Re-tubed and thoroughly cleaned

A number of bad ribs in lower part of shell taken out & new ones put in

Steam receiver of each boiler stayed to crown of shell

Lower part of shell inside cemented.

On a careful examination after the above repairs had been carried out the undersigned finds the engines & boilers in an efficient and satisfactory condition and respectfully submits that so far as the machinery is concerned the vessel is eligible to remain on her class in the registry book, namely 100 A1.

The Amount of Fee ... £4 : 4 :

Certificate (if required) ... £ :

(Travelling Expenses, if any, £)

received by me,

27/11 1877

for

Chas. J.

Charles J. Jacobs.

Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

27th November,

1877.

This vessel, it is respectfully submitted, is eligible, so far as regards engines and boilers, to remain as classed.

Virginia Schlizzi

