

20853

Report of Survey for Repairs of Engines and Boilers.

No. 45

during S. P. No 3 Survey -

Rec 13/5/78

No. in
Reg. Book.

Survey held at

Sunderland

Date, first Survey 29th MarchLast Survey 12th April 1878

348

on the

Steam Ship "William Hunter"

Tons

493

773

Owners

J. Johnsson

Port belonging to

London

Classed

Years
assigned.

Character in Register Book.

90A1

Diameter of Cylinder 5

38"

2 off

Length of Stroke

30"

Engines made at

Narrow

When made

1865

Pressure of Steam

30 lbs

Nominal Horse Power

90

By whom made

Palmer & Co^{ys}

Particulars of Repairs and Examination

This vessel was put on Messrs A. Smith & Co's slipway, all the sea cocks and valves examined and found in good condition, except the scum cock, the ship's plate being eaten away to the bolts, which was repaired by fitting a brass plate. New propeller shaft fitted, in lieu of the old one which was very much worn, and a new cast iron bush fitted in the after bearing of the stem tube, and the gland relined with brass.

Examined the crank shaft and found it in good condition, there are 2 longitudinal flaws in the forward crank pin, each 3 inches long. The cylinders pistons, slide valves, and pumps examined and all found in good condition except the cylinder faces being cracked in two places, which were repaired.

The thrust shaft put in the lathe and the collar trued up, and new brass rings fitted in the thrust block. Examined the main boiler which is of the rectangular description, and found it in a fair condition except the side of the dome which is in the bottom of the chimney, being corroded, drilled & found it 5/16" thick. A baffle plate was fitted to prevent the heat acting upon it, the flat sides of the furnaces are slightly bulged between the screwed stays.

Examined the safety valves and found them in good working condition and loaded by lever & weight to 30 lbs working pressure. Non return valves were fitted to the bilge suction of the ballast and donkey pumps, and to the bilge injection to prevent sea water being run in by mistake.

Examined the Donkey boiler and found it all in good condition except the fire box crown, which is pitted in several places, the safety valve of it was loaded to 75 lbs, reduced it to 30 lbs working pressure.

In my opinion the Engines and Boilers of this vessel are in a safe working condition, and eligible for the continuation of the figure 1.

The Amount of Fee

£ 4 : 10 :

received by me,

Certificate (if required)

£ :

11th March 1878.

(Travelling Expenses, if any, £)

William Allison.

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

Committee's Minute

18

The Machinery and Boilers of this vessel
have been thoroughly examined and reported
to be in good condition and submitted
that she is eligible to remain as
classified.

MP 13.5.78



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Foundation