

Report of Survey for Repairs of Engines and Boilers.

"Harvest Queen" 23630

No. 411

No. in Reg. Book. Survey held at

Seaham

Date, first Survey

1st April / 79

Last Survey

27th May

1879

167 on the

Screw Steamer

"Harvest Queen"

Tons

362

494

Owners Marquis of Londonderry

Port belonging to

Sunderland

Classed

Years assigned.

Character in Register Book.

✕ A-

Diameter of Cylinder

36"

Length of Stroke

26

Engines made at

Newcastle on Tyne

When made

1857

Pressure of Steam

16 lbs

Nominal Horse Power

90

By whom made

Thompson & Woods

Particulars of Repairs and Examination of Engines and Boilers, in accordance with the requirements of the rules for special Survey No 3 for iron ships. This vessel was put on the gridiron in Seaham harbour,

examined all the sea cocks and propeller; the bolts of the blow off cock in ships bottom, were nearly corroded away, for which new ones were fitted. The propeller shaft was worn down $\frac{3}{4}$ of an inch, and very much worn and corroded in the stern bearing and likewise inside the propeller, which was loose on it. The propeller shaft was taken out and a new end forged on it, and a new brass bush fitted in the after end of stern tube.

Examined the Crank shaft and found it in good condition.

Non return valve fitted to the bilge injection to prevent sea water being run in by mistake.

Examined the Main boiler and found seven of the Crown stays very much corroded, the furnace sides slightly bulged in a few places between the screwed stays on the flat side; the back ends of furnaces at top, cracked and patched; the bottom parts of the Combustion chambers were corroded to about $\frac{3}{16}$ of an inch; the back tube plates cracked

Decks

Waterwa-

Comings

Upper Dr

Low

Pl

a few places between the tubes; a few cracks in the roofs of the Combustion chambers; the joint plates between the bottom of ash pits and bottom of

lev were worn thin, and had been leaking. These defects were made good by fitting 5 extra Crown stays and renewing two of them, new plates riveted top of the furnaces at the back ends, Covering plates put on the Combustion chamber bottoms with the screwed stays through them, new plates fitted all along the joint at bottom of ash pits, and all the other parts repaired as required. The shell was not much corroded, drilled holes through it, at the apparently thinnest parts and found it $\frac{5}{16}$ of an inch thick.

Examined the safety valves, which are $5\frac{1}{16}$ inches diameter and loaded direct to 17 lbs working pressure, and in good working condition, adjusted the weights on them to 16 lbs working pressure. Examined the Donkey Boiler and found it all in fair condition, except the crown of the shell worn very thin $\frac{1}{16}$ of an inch in places, round the angle iron of chimney, this thin part was cut out, and the crown partly renewed, examined the safety

The Amount of Fee ...

£ 3 : 3 :

received by me,

Certificate (if required) ...

£

2nd June 1879

(Traveling Expenses, if any, £ 0 : 15 : 0)

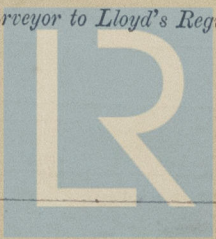
William Allison

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

Comm. ittee's Minute

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valve of it, which is of the lever and weight construction, and found it loaded to 40lbs working pressure, and in good order.

I was present on May 27th when steam was raised, the safety valves, blew off at 16lbs and accumulated to 17½ lbs. when the boiler showed no symptoms of leakage, and the engines were afterwards worked satisfactory.

In my opinion the engines and boilers of this vessel are in a safe working condition and eligible for the notification of the figure 1. in the register book for the next 12 Months, ^{only} on account of the Main boiler.

The following arrangements &c would require to be carried out in order that the Machinery of this vessel may be eligible for a Certificate and Lloyd's M.C. in red, (viz) All the sea valves & Cocks to be removed from bottom of the vessel to the upper turn of bilge, and fitted direct on the skin of the vessel, the Scum pipe removed from the coal bunker and fitted with a cock on ship's side, an enclosed safety valve for the Donkey boiler, and a New Main boiler.

Sketch of Boiler attached.

N. A.

The Machinery of this vessel has been examined at S.P. No 3, and is reported to be at the present time in good working condition but the Boiler is reported to be old and in an inferior condition submitted that it is eligible to be renewed. The class provided. The Boiler is again inspected in 12 months Jun 27th May 1879.

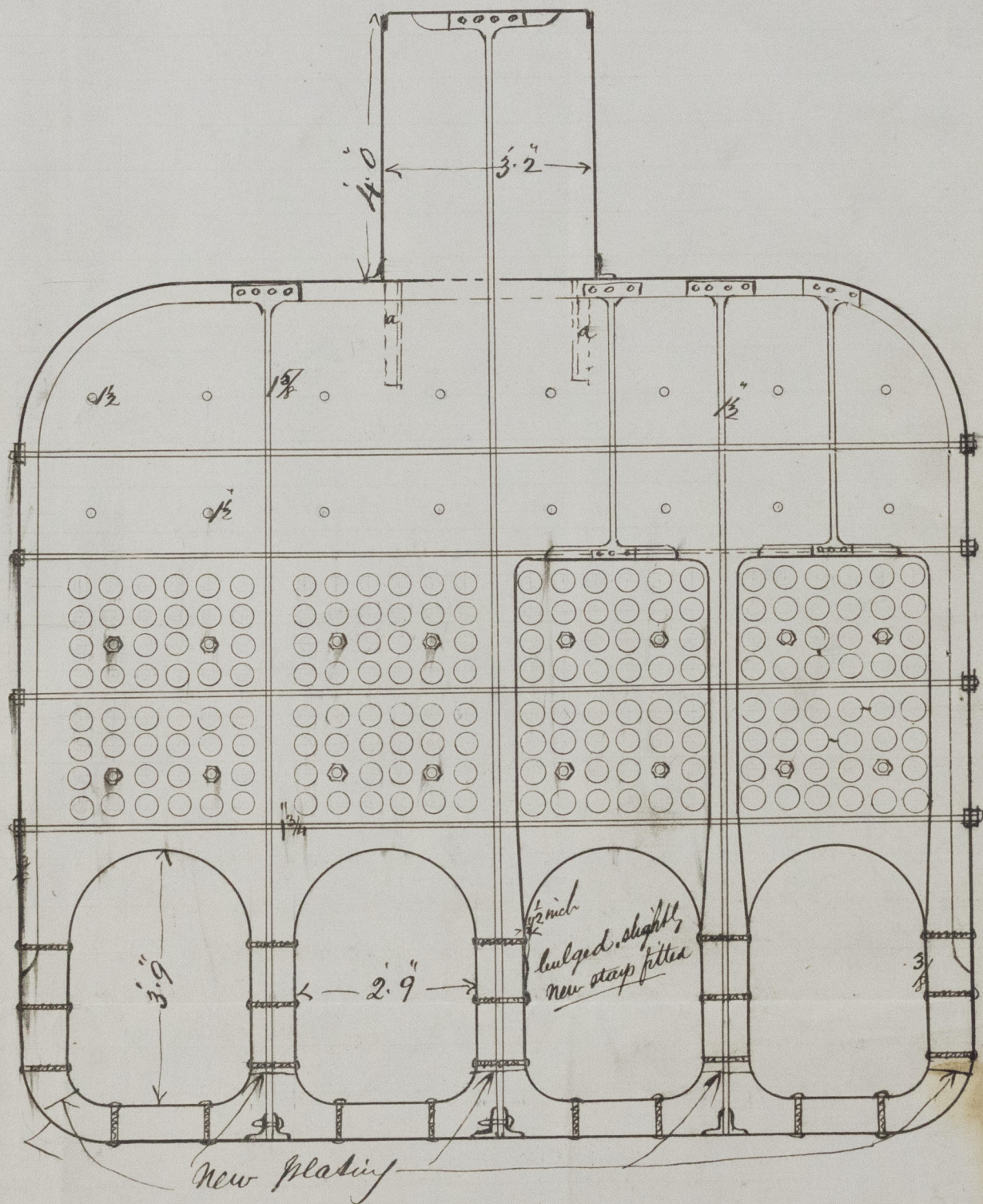
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23630 Iron



Boiler in the S.S. "Harvest Queen"
May 1879. N.A.

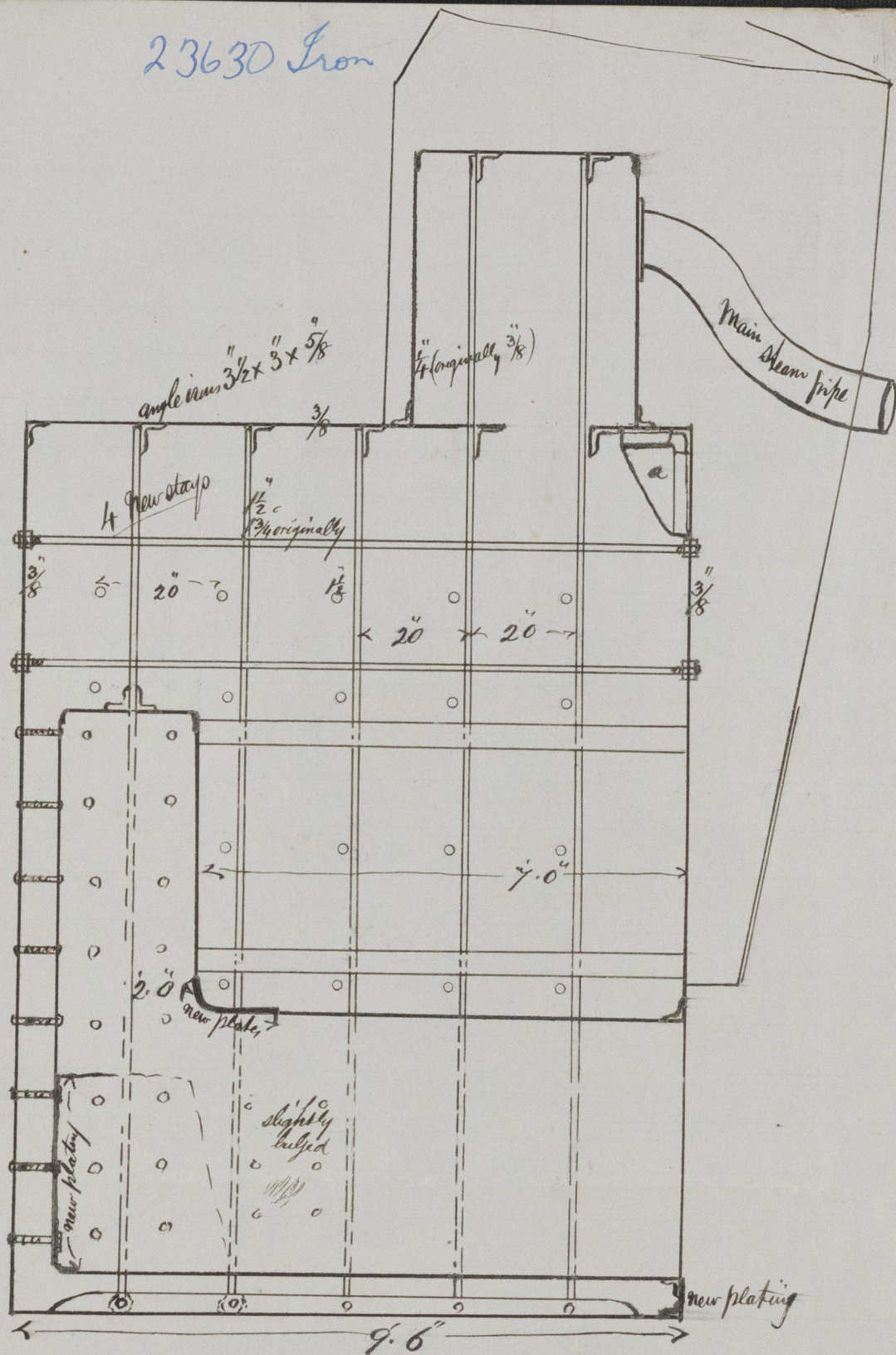


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IRON 485-0068 (2/3)

23630 Iron



Water space between each furnace, in Combustion chamber



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IRON 485-0068 (3/3)