

# Report of Survey for Repairs of Engines and Boilers.

23562

(Rec 16/2/80)

Survey held at Newcastle Date, first Survey 17<sup>th</sup> Jan Last Survey 29 Jan 18 80

on the Iron H.P. Stephenson's Master J. Bell

at Newcastle When built 1871-11 mo.

Owners G. I. Law. Co. (Lincs) Port belonging to London Classified 90 A 1  
624 962 876 M. C. 72 S.S. No. 1-76 4.79

of Cylinder 28" x 52" Engines made at Newcastle When made 1871

Stroke 30 By whom made Thompson Boyd & Co

Steam 53 Horse Power 120

Particulars of Repairs and Examination The machinery of this vessel has been examined for damage, also for Special Survey No. 2. Engines generally examined in fair condition. Cylinders examined, one new set of studs to be fitted for high pressure cover, also several studs in high pressure piston, otherwise satisfactory. Crank shaft and shafting examined satisfactory. Propeller, stern bush, and sea cocks examined on Slipway, satisfactory. Condenser, sludged and cleaned, tubes drawn, and about 60 new tubes to be fitted.

Boilers examined externally and internally, both boilers very much wasted round front & back bandings of shells to front & back plates, up the lower half of the boilers, also at the joints of the butt straps for lower plates of shells. Recommend the over all bolted patches fitted round bandings of shells, to be taken off and rejoined several of them requiring to be enlarged, also the ends of the butt straps to be shipped clear of the circumferential shell bandings. The rivets in circumferential shell (3) next to the straps to be cut out, and replaced & properly caulked, the whole of the C Chambers having over all patches at back below level of fire bars. Recommend them to be taken off and rejoined, except one which it is recommended to cut out and renew, the shell round blow off cocks being wasted, recommend plate to be rivetted over that part, examined Safety valves and recommended cover to be attached to reduce the working pressure to 53 lb.

Donkey boiler examined, new plate to be fitted on back of man hole door, otherwise satisfactory.

The above damage & repairs being now satisfactorily completed, but owing to the general condition of the boilers, it is recommended

Amount of Fee ... £ 43:43:- received by me, W.C.S.  
 Certificate (if required) ... £ 12:6:- 17<sup>th</sup> Feb 1880 C.S.R.

Committee's Minute 18 Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Wm. Shields  
 Lloyd's Register Foundation



25562, Iron

they be examined at the end of 12 months.

The machinery of this vessel is at present in good order and safe working condition and eligible in my opinion to have a Machinery certificate granted from date of last survey, for 12 months.

To enable this vessel to obtain the notation *Slings* M. & in red. it will be necessary for the following alterations to be carried out, viz. the Sa cocks to be removed from plate of bottom up turn of bilge, also the sluice valves on Engine Room bulkheads to be made accessible.

John Brockton

Engineer Surveyor,

North Shields.

It is submitted that this vessel is eligible to have the notation *Slings* M. & in red. recorded in the Register Book, subject to the provisions of the Regulations in force.

12 months from  
Jan 29<sup>th</sup> 1880

JM

16/2/80



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