

# Report of Survey for Repairs of Engines and Boilers.

No. 401.

No. in Reg. Book.

Survey held at *Stockton & Middlesbro*

Date, first Survey *15th Nov*

Last Survey *12th Dec*

1880

*148* on the Machinery of the

*S. S. Hartlepool*

(Number of Visits *12*)

Tonnage, Gross *557*

Built at *Sunderland*

When built *1865*

Ditto, Net *415*

Owners *J. Parsons*

Port belonging to *Sunderland*

Diameter of Cylinder *34 1/2"*

Engines made by *C. Clark*

When made *1865*

Length of Stroke *28"*

Boilers made by *North Eastern Marine Eng. Co*

When made *1866*

Pressure of Steam *35 lbs*

If Surveyed Afloat or in Dry Dock *Afloat & in dry dock*

Classed

Years assigned.

Character in Register Book.

Registered Horse Power *70*

*A.B. Low 403-99*

*1*

*2.80*

Last Survey No.

Port

*Lloyd's M.O. 5-99*

Particulars of Repairs and Examination in consequence of damage sustained by the furnace crowns having collapsed, & for a general overhaul of machinery. Main boiler examined. A thick deposit of scale on tubes, tube plates, & combustion chamber flating. Boiler thoroughly cleaned. Three furnace crown plates renewed, the original crown plates having, in all probability, collapsed in consequence of the density of the water in the boiler at the time of the accident. Bottom seams of boiler shell caulked and several rivets on same renewed. New screw stays for supporting back flating of middle combustion chamber renewed. Boiler front repaired in way of feed valve. The boiler is safe for a working pressure of 35 lbs per sq. inch. Spring safety valves tested under steam.

Cylinders, pistons, slide valves, bilge, feed, circulating & air pumps overhauled. Slide valve spindle stuffing box glands rebushed. Air & circulating pump buckets packed. Crank shaft examined & found free from defect. Eccentric sheaves made tight on shaft. New crank pin brass in after engine. All working parts of engines overhauled & adjusted. New brass tube plates in Condenser, the original tube plates, of cast iron, were found to be cracked, the wood packing to be completely gone from the ends of some of the tubes, & the Condenser in consequence leaking very badly. Two bearings in tunnel lined up to shaft. Pumps were arranged so that both the donkey & forward main engine bilge pump can be made to pump from all the holds & from ballast tanks. Cooling pipe connected from donkey pump to discharge through Condenser. Donkey pump

General Observations, Opinion, and Recommendation:—

The Machinery & Boiler are in safe working condition & in my opinion eligible to remain as certified, from this date, in the Register Book.

Entry or Registering Fee ... £ 1 : " : "

Survey Fee ... £ 2 : 2 : " received by me,

Certificate (if required) ... £ " : " : " 18-12-1880.

(Travelling Expenses, if any, £ )

Committee's Minute

Tuesday, December, 28th 1880.

Assigned

*Lloyd's M.O. 5-99*

*James Rani*

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



Lloyd's Register Foundation

IRON 47-0201



It is submitted that this  
vessel is eligible to have  
the notification  
Lloyd's MC. 12.80  
recorded in the  
Register Book

M  
28/1/81

28654 Shen  
cashed. New Bedford. Trophilla, Staff Account  
of Lute. Yarnum & found in good condition, Netto Set  
Securing thin Lute. Jurewick. All sea cables cashed.  
Shen Cables removed of Ballast Lute, P. Amos. P. Amos.



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