

Report of Survey for Repairs of Engines and Boilers.

No.

(Received at London Office, Friday, June, 17th, 1881.) 81.

No. in
Reg. Book.Survey held at *London*Date, first Survey *May 14th* Last Survey *May 26th 1881.*95 on the Machinery of the *S. S. "Kelloe"*(Number of Visits *6*)Tonnage, Gross *501*Built at *Sunderland*When built *1866*Ditto, Net *340*Owners *J. Young Ehlert & Co.* Port belonging to *London*Diameter of Cylinder *22 1/2 + 42*Engines made by *G. Clark*When made *1874*Length of Stroke *36*Boilers made by *Ditto*When made *1874*Pressure of Steam *65 lbs.*If Surveyed Afloat or in Dry Dock *Simultaneous Dock*Classed *A 1*Registered Horse Power *70*

Last Survey No.

Port

Lloyd's M.C. 2.78

Particulars of Repairs and Examination

(State cause of Repairs.)

According to the requirements for

Special Survey No. 1.

Vessel placed in dry dock sea connections examined & found to be in good condition. Tail shaft found to be down $\frac{3}{8}$ " in Stern Bush, recommended that the bush should be lined up & the shaft drawn in for examination, which was done & the shaft found to be in good condition, the whole replaced in an efficient manner. Cylinders examined the High Pressure cylinder was found to be cracked on both sides of the Steam jacket & extending into the exhaust port of Valve face, this has been repaired at some former time with a wrought iron plate bolted on outside the steam jacket on each side & a T iron patch in upper steam port & appears to be sound. On examining the Low Pressure piston a crack was discovered extending from centre hole $\frac{1}{2}$ way across, recommended piston to be disconnected from the rod, when it was found to extend through to the under side & also on the other half, an iron hoop has been shrunk on the body of the piston, and a new piston has been ordered of the Makers. Crank shaft examined & found in good condition. Air circulating Feed & Bilge pumps examined & found in good condition. Recommended a non return valve to be fitted to suction.

General Observations, Opinion, and Recommendation:—

The Machinery of this vessel being now in good and safe working condition is eligible in my opinion to be marked in the Register Book with Lloyd's M.C. 5.81. ^{when} provided that the Low Pressure piston is renewed ^{day} within a fortnight from this date. See Note 16/6/81 on the other side.

Entry or Registering Fee... £ 1 : : :

Survey Fee (per Section 28) ... £ 10 : 4 : :

Certificate (if required) ... £ 2 : 6 : 21/6

(Travelling Expenses, if any, £)

received by me,

1881

Committee's Minute

Tuesday, June, 21st 1881.

Assigned

Lloyd's M.C. 5.81
Subject to

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

Lloyd's Register
Foundation

40527 Lon

pipe of bilge from donkey engine, also a bilge injection to main engine which has been done. Boiler examined, the sides of furnace found to be much pitted, especially the middle furnace these have had rivets placed in the worst parts & the others filled in with cement. Short screw stays appear in good condition. Four new stays have been fitted in Steam space. Two patches on back plates of wing combustion chambers. Shell of boiler in good condition except round the two lower man holes the plates were much corroded internally & externally, this has been repaired with a riveted patch outside & a covering plate fitted inside. Safety valve examined, it was found that the weights, this being a lever weighted valve, were exposed & could be tampered with, it was recommended that a cover should be fitted overall, which has been done, and the valve adjusted to lift at a pressure of 65 lbs per sq. in. Donkey Boiler examined & found in good condition. Safety Valve in good condition & loaded to a pressure of 35 lbs per sq. in. — June 16th 1881.

A new Low Pressure piston has now been fitted and in my opinion the vessel is eligible to have the notification Lloyd's M.C. 5.81 recorded in the Register Book.

We submitted that this vessel is
 eligible to have the notification
 Lloyd's M.C. 5.81 recorded
 subject to the boiler be
 again set in running
 as per Rules

J.M.
 16/6/81



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