

# Report of Survey for Repairs of Engines and Boilers.

(Received at London *Tuesday, March, 21st* 1882.)

No. *41278*

No. in Reg. Book. Survey held at *London*

Date, first Survey *Dec. 8<sup>th</sup>/81* Last Survey *Mar. 16<sup>th</sup> 1882.*

*391* on the Machinery of the *S. S. "Scotland"* (Number of Visits *10*)

Tonnage, Gross *2645*

Built at *Kinghorn*

When built *1869*

Ditto, Net *1694*

Owners *Imperial & Carter & Danks* Port belonging to *London*

Diameter of Cylinder *46" & 80"*

Engines made by *J. Key*

When made *1869*

Length of Stroke *38"*

Boilers made by

When made *1874*

Pressure of Steam *60 lbs.*

If Surveyed Afloat or in Dry Dock  
(State name of Dock.)

Classed *100 A 1*

Registered Horse Power

Last Survey No.

Port

*B. & M. S. 5. 79.*

Particulars of Repairs and Examination According to the requirements for  
(State cause of Repairs.)

*Special Survey No 3.*

*High Pressure cylinder bored out, test hole drilled, found to be 1<sup>3</sup>/<sub>8</sub> thick. A new piston & rod has been fitted & glands bushed. A new cast iron HP slide valve fitted, & phosphor bronze valve. Low pressure cylinder examined found to be in good condition, a new packing ring fitted. A new L. P. slide valve fitted, new rod & glands bushed. Crank shaft examined, some marks observed in both crank pins which appear to be of long standing, but do not appear to have extended. Two new brasses fitted & shaft lined up, new phosphor bronze brasses fitted to thrust bearing & tunnel shafting lined up. Air & Circulating pumps examined, the rods reased with Muntz metal & glands bushed, all new valves fitted. Condenser tubes drawn, condenser thoroughly cleaned & tubes replaced. Feed & Bilge pumps & valves repaired & new mud boxes fitted. Vessel placed in dry dock sea connections examined & all cocks & valves overhauled the blow off Kinghorn valve fitted with brass plates outside ship. Propeller & its connections found to be sound & the tail shaft a good working fit in Stern bush. Boilers examined the combustion chambers which are common to the three*

General Observations, Opinion, and Recommendation:— *The machinery being now in good & safe working condition renders the vessel eligible in my opinion to be marked in the Register Book with B & M. S. 3. 82 provided that the boilers are again examined within 12 mths. from this date as per rule.*

Entry or Registering Fee... £ *1 : 10 :*

Survey Fee (per Section 28) ... £ *7 : 7 :*

Certificate (if required) ... £ *:*

(Travelling Expenses, if any, £ )

received by me, *J. F. E.*

*26/3 1882*

*Geo. E. Merriamson*

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

Committee's Minute

*Friday, March, 24th. 1882.*

Assigned

*B & M S 3. 82*

LON 667-0510

Lloyd's Register Foundation



4127820

furnaces have had new plates fitted at back about 2ft high & about 180 new stays fitted. Furnaces found to be in good condition. Shells in fairly good condition. Several tubes drawn to facilitate cleaning & afterwards replaced. Steam peculiar on Port side found to be slightly pitted at bottom, this has been covered with  $\frac{3}{16}$ " plating the whole length, the drain pipes which were found to lead into water space of boilers, have been altered to drain into bilges or into steam space. Safety Valves examined & found in good condition. Donkey Boiler examined. Two of the cross tubes found to be patched & leaky - these have been removed & one larger one fitted. Safety Valves tested under steam to the working pressure of 60 lbs. per sq. in.

The Machinery of this engine has been

examined at S. S. No 3 and is  
reported to be in good condition  
Submitted that she is eligible  
to remain as cleared and  
has B. P. M. S. 3. 82 - provided  
the Boilers are again  
examined in 12 months  
time owing to them  
are -

MD

20-3-82



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