

49040

Report of Survey for Repairs, &c., of Engines & Boilers.

(Received at London Office.)

TUES 18 DEC 1888

No. *618* Date of Writing Report *17 Dec* 1888 Port of *London*
 No. in Reg. Book. Survey held at *London* Date, first Survey *Nov 27* Last Survey *Dec 17* 1888
 on the Machinery of the *Iron S.S. Andaluca* Master *Shingles* No. of Visits *7*
 Tonnage Gross *160* Net *259* Vessel built at *Maryhill* By whom *J. M. Swan* When *1863* YEAR. MONTH. *10*
 Registered Horse Power *60* Engines made at *Glasgow* When *1879* Boilers, when made (Main) *1887* (Donkey)
 No. of Main Boilers *1* Owners *Scarboro S S Co Lim* Port *Scarboro* Voyage *Scarboro*
 Steam Pressure in Main Boilers *80* *In* Surveyed Afloat or in Dry Dock *Regent Canal, + River* Class of Vessel & Machinery *A 1-4, 88*
 in Donkey Boiler (State name of Dock.) *LMC-11, 87*

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Damage to Engines*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *No*
 If this was not done, state for what reasons? _____
 And what parts of the Boilers could not be thus thoroughly examined? _____
 Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler? _____

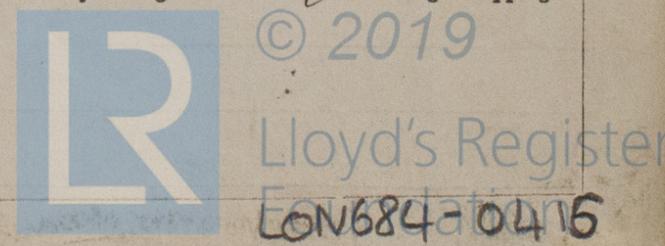
The high pressure bottom end bolts are stated to have broken & the end of connecting rod knocked a hole through condensers. This hole has been covered with a copper patch inside & an iron patch outside & two plates up the ribs below the column. A new HP guide plate & cylinder cover fitted, piston refitted on rod, rod tested, & connecting rod straightened, the connecting rod bolts tested & four new ones fitted. Condenser tubes drawn & refitted. Crank shaft & HP cyl^d examined & found satisfactory.

General Observations, Opinion, and Recommendation:— *The machinery as far as seen now appears in a sound & efficient condition rendering the vessel eligible in my opinion to remain as classed*
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 1 : 0	31 1889
Special Damage, Fee (per Section 28).....	£ : :	Received by me, 111 1889 a.s.p.
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

Thos. H. Bray
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRIDAY 4 JAN 1889*
 Assigned *Remain as classed*



T. & S. Form No. 9—Transfer Fee. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that this vessel is eligible to remain as classed

n.a.

3-1-29

