

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

50485

(Received at London Office,

SAT 12 APRIL 1890

No. 41 Date of Writing Report April 11th 1890 Port of London
 No. in Reg. Book. 41 Survey held at London Date, first Survey March 17th Last Survey April 10th 1890
 on the Machinery of the S. S. Abington Master Wilson No. of Visits 8
 Tonnage { Gross 2053 Vessel built at Sunderland By whom W. J. J. & Sons When 1882 MONTH 12
 Net 1332
 Registered Horse Power 250 Engines made at " When " Boilers, when made (Main) " (Donkey) "
 No. of Main Boilers 2 Owners Abington S. S. Coy Port Glasgow Voyage "
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock W. J. J. & Sons
 in Donkey Boiler " (State name of Dock.) " Class of Vessel & Machinery 100 A. 1. 7. 89
 Last Survey No. " Port " 100 A. 1. 7. 89
100 A. 1. 7. 89
100 A. 1. 7. 89

Particulars of Examination and Repairs (if any) Shafting
 (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?

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?

This vessel broke a length of intermediate shafting in the Persian Gulf last year & bent a length of the other shafting. Four new lengths of tunnel shafting were sent out to her in Bassorah & fitted in place there in order to bring her home. At the request of Mr J. J. J. all the shafting was disconnected here & examined. One length of tunnel shafting found to be flawed & was condemned. Thrust shaft found to be flawed, also pin in after crankshaft flawed & a slight flaw found in after crankshaft up the end of coupling & two plunger blocks broken. Shafting lined up throughout. An old length of tunnel shafting tried in place, tried up & fitted in place of condemned length. Two new plunger blocks fitted. A new thrust shaft also a new after crankshaft & crankshaft turned round end for end as as to bring the flawed part in end of coupling forward. Engines turned round & now running under steam.

Thrust shaft found to be matted Lloyd's L.P. 28.3.90

Tunnel shafting now matted Lloyd's M.R. 2.4.90

General Observations, Opinion, and Recommendation:— As far as seen this vessel's machinery is now in a satisfactory condition & eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

Francis Robson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 15 APRIL 1890
 Assigned Remain as classed

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

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

N. A.
14-4-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation