

51317

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

(Received at London Office.)

No. *210* Date of Writing Report *October 21 1890* Port of *London* WED 22 OCT 1890
 No. in Reg. Book *210* Survey held at *London* Date, first Survey *Sept 9th* Last Survey *Oct 17th 1890*
 on the Machinery of the *S.S. "Maruca"* Master *Proen* No. of Visits *6*
 Tonnage Gross *2211* Net *1425* Vessel built at *Newcastle* By whom *Palmers Co* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*
 Registered Horse Power *250* Engines made at *"* When *1882*
 No. of Main Boilers *2* Owners *Amis S.P. Coy* Port *London* Voyage *"*
 Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Cartier's Dry Dock* Class of Vessel & Machinery *+100A1.5.89*
 in Donkey Boiler *55"* (State name of Dock.)

Last Survey No. *S.S. 201-86* Port *"* LMC. 12.85
BS. 10.89

Particulars of Examination and Repairs (if any) *Special No 2*
 (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?

What parts of the Boilers could not be thus thoroughly examined?
 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?

Examined starboard main boiler & its safety-valves, also donkey boiler & its safety-valves, also, crank-tunnel & thrust, & tail shafting, sea connections, sea cocks, cylinders pistons, slides, all pumps & working parts of engine.

Examined port boiler & its safety-valves.

Repairs

A patch fitted in star^d boiler combustion chamber extending the whole length of the chamber at the back, & new screwed stays fitted to patch (this comb chamber is common to the two centre furnaces). A new crown plate fitted in the port-centre furnace, port boiler, & several new screwed stays fitted in comb chamber backs, new front plate fitted round manhole at bottom

Two fore & two bilge pump valves renewed. A new tail shaft fitted, & shafting lined up, crankshaft disconnected at coupling, holes rimed out, & new bolts fitted, two new main bearings fitted, & one bottom end brass for top half. sundry & general repairs

Main safety-valves blow at 80 lbs. donkey safety-valves blow at 55 lbs per sq inch

General Observations, Opinion, and Recommendation:—

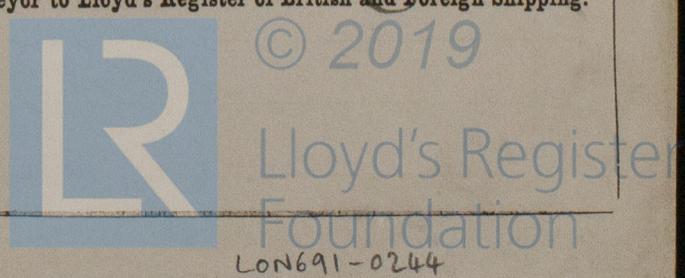
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
This vessel's machinery is now in good condition, & she is eligible in my opinion to be classed L.M.C. 10.90 in the reg^d book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 5 0 0	23/10/90
Special Damage Fee (per Section 28)	£ 4 4	22/11/1890
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	25/11/1890

James Gibson & N. P. Hornish
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 25 NOV 1890*
 Assigned *LMC 10/90*

T. & S. Form No. 9. Transm. Ink—6000, 9/12/89. * Certificate to be sent to the Registrar of Shipping and Machinery precisely as in the Register Book



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
have L.M.C. 10 90
re-issued.

W. G.
24 10 90

[Faint, illegible handwriting in columns across the page]



© 2019
Lloyd's Register
Foundation