

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

5-1801

(Received at London Office,

SAT. 25 APR 1891

No. 245 Date of Writing Report 24<sup>th</sup> April 1891 Port of London  
 No. in Reg. Book. 206 Survey held at London Date, first Survey 2<sup>nd</sup> March Last Survey 2<sup>nd</sup> April 1891  
 on the Machinery of the S.S. "Science" Master Croft No. of Visits 8  
 Tonnage Gross 1351 Net 871 Vessel built at Sunderland By whom W. Pitt & Co. When 1868 3  
 Registered Horse Power 128 Engines made at London When 1871 Boilers, when made (Main) 1884 (Donkey) 1884  
 No. of Main Boilers 2 Owners Westcott & Lawrence Port London Voyage ✓  
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery +90 A1 1190  
 in Donkey Boiler ✓ (State name of Dock.) Millwall (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +NB 1.87  
 Last Survey No. 198 Port S.S. Shl. No 2.89 WT +LMC 5.89

## Particulars of Examination and Repairs (if any) Damage

(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?

## Repairs on account of damage.

New tail end shaft fitted marked Lloyds 666 B JC Satisfactory  
 New M. Pist. piston pack? ring fitted. Do  
 New tie bar for carrying reversing gear fitted Do  
 The foregoing repairs were recommended by Society's Surveyor at Constantinople.  
 Examined Crank Shaft found serious flaw in for? fillet of after Crank pin extend? 10 1/2 round fillet. recommended New Shaft which was fitted Satisfactorily, marked Lloyds 803 B JC  
 Examined tunnel Shaft? disconnected Couplings found same out of truth. recommended Shaft? to be put in lathe and Couplings turned up which was done Satisfactorily  
 Condenser Tubes drawn & tested about 150 found defective and all the Ferrules more or less broken. recommended defective tubes & Ferrules to be renewed & Condenser to be tested which was done Satisfactorily. Examined Circ. pump. found Chamber scored. recommended same to be faced up. This was not done.  
 These recommendations were made by the undersigned consequent on damage by vessel grounding

## 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.)

As far as seen the machinery of this vessel is in safe working condition and in my opinion, eligible to remain as Classed

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for <u>27/4/91</u> Received by me, <u>18/4 1891</u>
Survey Fee (per Section 28).....	£ : :	
Special Damage Fee (per Section 28).....	£ 4 : 4 :	
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

Robt. Maffour  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 28 APR 1891

Assigned

as now,  
 note now limit



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LON 692 0424

State if a Report is also now sent on the Ship or if not whether and when, one will be sent.

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



51801. *San.*

Repairs not on account of damage

Examined main bearing brasses found some more or less cracked & appeared to have been cracked for some considerable time. The top brasses having  $\frac{3}{8}$ " brass plates riveted on back.

New bott<sup>m</sup> brasses have been fitted, the old bott<sup>m</sup> brasses fitted on top. Satisfactory

An extra bearing fitted in tunnel to carry up shaft?

All tunnel bearings have had white metal fitted on bott<sup>m</sup>.

Propeller, all sea connections & their fastenings found in good Condition.

R.B.

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 the vessel  
is eligible to remain as classed  
and that her name be removed  
from the limited list.

W & A  
W & A

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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