

52061

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

(Received at London Office)

No. 1022 Date of Writing Report 6<sup>th</sup> July 1891 Port of London  
 No. in Reg. Book 1022 Survey held at London Date, first Survey 19<sup>th</sup> March Last Survey 4<sup>th</sup> July 1891  
 on the Machinery of the S.S. "Cousins Arab" Master Jaarvig No. of Visits 18  
 Tonnage Gross 2147 Net 1647 Vessel built at Middlesbro' By whom R. Dixon & Co When 1882 11  
 Registered Horse Power 170 Engines made at Warrington When 1882 Boilers, when made (Main) 1882 (Donkey) 1882  
 No. of Main Boilers 2 Owners E & C Arab Port London Voyage Cardiff  
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100 A1 7.90  
 in Donkey Boiler 40 lbs (State name of Dock) Blackwall Pt. & Gr. S. S. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 7-LMC 2.87  
 Last Survey No. 728 Port S.S. Liv. N° 1-87 BS 5.90

Particulars of Examination and Repairs (if any) Damage by grounding & part S.S. N° 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 Main Boiler separately and make a thorough examination at this time? Yes  
 Do. " Donkey " " " Yes  
 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? ✓  
 Did the Surveyor examine the Safety Valves of the Main Boiler? Yes  
 To what pressure were they afterwards adjusted under steam? 80 lbs  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes  
 To what pressure were they afterwards adjusted? 40 lbs

It is stated that this vessel took the ground on the Russorah bar on the 28<sup>th</sup> Dec. last and remained more or less fast for four days the main engines being worked to their full power Ah? & astern when tide served.

Work on account of damage.  
 Examined shaft? Through out found serious flaw in after fillet of fore crank pin extending 14 3/4 Circ. partially - a new shaft has been fitted marked T.R.S. Lloyd N° 1141 JES satisfactory

The thrust shaft bearing rings & shoes found very much worn the rings had been work? on the cast iron - a new shaft has been fitted marked T.R.S. Lloyd N° 1141 JES and all the shoes lined up with white metal. Satisfactory

The cranks and tunnel shafting lined up throughout one set of coupling bolts renewed.  
 All sea connections opened out & examined? found good over

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.&F.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 & have 7-LMC 7.91 recorded when the pumps & condenser have been examined

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for	9/7/1891
Survey Fee (per Section 28)	£	4	10	-	
Special Damage Fee (per Section 29)	£	4	4	-	
Travelling Expenses (if chargeable)	£	:	:		
Received by me,					15.7.1891

\*State if Certificate is required  
 Committee's Minute 17 JUL 1891  
 Assigned

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
 TUES. 1 DEC 1891  
 1681 JES 11 JJ  
 2019  
 Lloyd's Register  
 Foundation  
 LON 893 - 0274



Work not on account of damage

Cyls & pistons exam? Pack? rings renewed, Satis.  
 Mix valves & Steam Chests exam? Found Satis.

Propeller & fastenings exam?

Examined Main boilers internally & externally. Patch fitted on bottom of Star boiler. Part of back of Combustion Chamber in Port boiler cut out & patch fitted, Satis.  
 4 screw stays renewed in back of Combustion Chamber otherwise boiler in fairly good order

Examined Main boiler safety valve & tested same under steam to blow at 80 lbs Pres. Per 15"

Examined donkey boiler int<sup>ly</sup> & ext<sup>ly</sup>. Three gusset stays on top of Combustion Chamber renewed Satis.

Examined donkey boiler safety valve tested same under steam and adjusted to blow at 40 lbs Pres. Per 15"

To Complete the survey the Pumps & Condenser have to be examined - The vessel has left for Cardiff where Owners intend completing same.

R.B.