

52450

WED. 21 OCT 1891

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

ms 11.85  
BS 4.91

5th Invo Ltr. 4-88

Do.	"	Donkey	"	"	"
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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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

The examination found 3 propeller blades broken, the stern tube bush broken, the crank shaft bearings out of line, the crank shaft couplings slack (the coupling holes being worn oval) and the crank & thrust shaft bearings showing signs of much heating. The High Press. piston ring broken and the Engine Room donkey air vessel & suction valve seat (in casting) carried away.

Recommended, in consequence of damage stated to have been received through grounding on July 14<sup>th</sup> '91 whilst the vessel was on a voyage from Savanna la hear to Kingston. Three new propeller blades, a new stern tube, bush & neck rings, the crank shaft couplings to be faced <sup>and journals trued</sup> holes reamed & new bolts fitted, the thrust shaft to be trued in lathe & the shafting to be lined. a new H.P. packing ring to be fitted, the main steam pipe to be tested & brazed at joint and the Engine Room Donkey to be repaired. The propeller shaft liners were damaged by the broken stern tube necessitating the same being trued up in the lathe. all the suction pipe (bilgs) disconnected & repaired where necessary on account of repairs to bottom of ship in Engine Room & Boiler spaces.

*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. 1,91, B.&M.S. 1,91, or ~~X~~L.M.C. 1,91, as the case may be.)

So far as run the machinery is now in good condition and the vessel is in my opinion eligible to remain as classed and to have MS. 10.91 recorded in the Register Book.

Office or Registration Fee (per Sec. 27)..... £ :

Survey Fee (per Section 28)..... £ 10

Special Damage Fee (per Section 28)..... £ 2.00

| Travelling Expenses (if chargeable)..... | £ | : |

\* State if Certificate is required

FRI 13 NOV 1391

## Committee's Minute

Assigned

Fees applied for

23/10/91 ASD

Received by me.

13 11 1891

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

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Lloyd's Register  
Foundation  
LONG 44-0310

LONG 696-0310

Repairs & Examination for "Mc. S." 52450 Jan.

The main bearing bottom braces were renewed  
The H.P. piston rod trued in lathe & the gland bush & neck ring renewed  
The feed & bilge pumps examined, the feed pump plungers trued in  
lathe & glands & neck rings bushed -  
Air & circulating pumps overhauled, condition satisfactory -  
Down connecting rod bolts, new ends forged on & new nuts fitted -  
Sea-cocks & condensers examined & found in good order.

Finally  
Tried the engines under steam - worked well both ahead & astern

A.P.C.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

It is submitted that this record  
is eligible for the record  
MS. 10.91  
C.P.C. 9. 11.91



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