

52480

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

(Received at London Office. **FRI 20 NOV 1891**)

No. _____ Date of Writing Report 19th Nov 1891 Port of London

No. in Reg. Book. 327 Survey held at London Date, first Survey 23rd Sept Last Survey 16 Nov 1891

on the Machinery of the S.S. "Martin" Master _____ No. of Visits 10

Tonnage { Gross 837 Vessel built at Newcastle By whom G. Mitchell & Co When 1875 5

Net 468 Engines made at _____ When 1875 Boilers, when made (Main) 1891 (Donkey) 1891

Registered Horse Power 180 Owners Genl St. Nav: Co Port London Voyage _____

No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 1-100A1.3.89

Steam Pressure in Main Boilers 72 lb (State name of Dock.) Deptford (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) LMC 1.88

in Donkey Boiler 70 lb S.S. Lon: No 3 1-88

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) New boilers & S.S. No 1 See L.M.C. List

(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?

Do. " Donkey " " " } New boilers

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

At what pressure were they afterwards adjusted under steam? 72 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 70 lb

Vessel placed in graving dock

Examined - Cyls, pistons, slide valves, steam chests, pumps & their valves, all sea connections & shafting throughout, Condensers, bilge piping & rows of Main & donkey boiler safety valves.

Found a serious flaw in No 2 crank shaft journal extend^{ed} round 10" diagonally - recommended spare half crank^{shaft} to be fitted

Found after crank pin much pitted, one of which is inclined to run towards the side of the forward web, recommended this to be again examined within six months time - Owners have been advised re: this.

Repairs - Forward half of Crank shaft was taken out & spare (new) one fitted Satis:

All the Surface Condenser tubes were taken out, cleaned, re-placed & tested, result Satis:

New Air pump foot & head valve seatings were fitted Satis:

Sea Cocks were raised to meet requirements, Satis:

Main Steam & feed pipes also blow down pipes tested by hydraulic

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 L.M.C. 1,91, as the case may be.)

So far as seen the machinery of this vessel is in good order & safe working condition & eligible in my opinion to remain as classed and have LMC 11.91 & NB 11.91 recorded in the register book - Subject to the After Crank Shaft being again exam^d in

Office or Registration Fee (per Sec. 27).....	£ :	Fees applied for	Six (6) months time
Survey Fee (per Section 28).....	£ 10:10:	20/11 1891	
Special Damage Fee (per Section 28).....	£ :	Received by me,	<u>Robt W. Baynes</u>
Travelling Expenses (if chargeable).....	£ :	8/12 1891	

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

*State if Certificate is required

Committee's Minute **TUES. 24 NOV 1891**

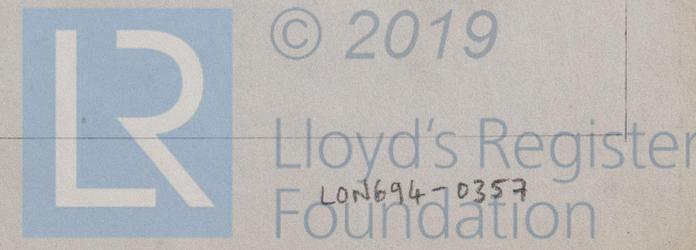
Assigned + NB 11/91

Rmbo 11/91

subject to

State if a Report is also now sent on the Ship... Certificate to be sent to... 16.-L. R. P. H. Form No. 9. - Transfer Ink - 5,000, 18/8/91

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



It is submitted that the record is
available for the record + M.B. 11-91
and L.M.P. 11-91 subject to the after
Crankshaft being again examined
within a period of 6 months.

C.W.S.
23 11 91

Account to be made the working hours. Data
Two New Steel) main coils P one crutch coils etc on board
Two boiler tanks clean & their safety valves adjusted to blow off
at 92 lbs & 90 lbs respectively.

52480. Jan.



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