

52480

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

(Received at London Office. FRI 20 NOV 1891)

No. _____ Date of Writing Report 16th 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 Cent. St. Nav. Co Port London Voyage _____
 No. of Main Boilers Two 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.) Reptford (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. Law: No. 3, 1-88
 Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) New Boilers & S.S. No. 1 See London Log
 (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 " " "

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?

Yes
 72 lb
 Yes
 70 lb

New Boilers

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 extended round 10" diagonally - recommended spare half crank 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 notation 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 examd in

Office or Registration Fee (per Sec. 27) £ :
 Survey Fee (per Section 28) £ 10:10:
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

20/11/1891

Six (6) months time

Received by me,

8/12/1891

Robt W. Dalrymple
 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

LMC 11/91
 subject to



© 2019

Lloyd's Register
 Foundation
 LON 694 70357

State if a Report is also now sent on the Ship at 3 not over, and when, one will be sent.

*Certificate to be sent to

18.-L. R. P. H. Form No. 9. Transfer Ink - 4/000, 18/8/91

(The Surveyor are requested not to write on or below the space for Committee's Minute.)

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

It is submitted that the vessel is
eligible 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.D.S.

23 11 91

Account to price the working parts of the
two New (Steel) main bearings & one crank shaft with an
allowance for the cost of their delivery value adjusted to the
at 12 00 & 10 00 respectively.

52480. Jan.



© 2019

Lloyd's Register
Foundation