

52487

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

No. _____ Date of Writing Report 19th Nov. 18 91 Port of London
(Received at London Office FRI 20 NOV 1891)
No. in Reg. Book 238 Survey held at London "Yoncar" Date, "first Survey 3rd Nov Last Survey 12th Nov 1891
on the Machinery of the S.S. Yoncar Master Willis No. of Visits 5
Tonnage Gross 3014 Net 1976 Vessel built at Newcastle By whom Higham Richardson & Co. When 1889 11
Registered Horse Power 350 Engines made at " When 1889 Boilers, when made (Main) 1889 (Donkey) 1889
No. of Main Boilers ✓ Owners Gos. Waddy & Co. Port London Voyage Philadelphia
Steam Pressure in Main Boilers 180 lbs If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery -100A1 4.9
in Donkey Boiler ✓ (State name of Dock.) S.W. Ind. & Brown (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) -1 LMC 11.89
Last Survey No. _____ Port _____

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 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?

This vessel is reported to have encountered heavy weather whilst on a voyage from London to Philadelphia & back to London, that on the 4th ult. the port crosshead bolt of the 2nd intermediate engine broke the piston carried away the Cyl. Cover, breaking the Cyl. & crossh. Guide Shoes, Work on account of Damage. Engines opened out & shafts stripped & examined. Cyls, pistons, slide valves, steam chests, crank thrust & tunnel shafts, connect. rods top & bottom end bolts (these were suspended & hammered) Propeller (found very slack on cone), Tail shaft, two surface flaws found in key way of shaft each about 5" long. Recommended this shaft to be again exam^d within six (6) months time. Owners have been advised re. this.

Repairs. Propeller re-fitted. Key ways filed fair & new key fitted. Satisfactory. 2nd Intermediate Cyl. & cover with studs & neck bushes renewed, original slide valve, spindle, & cranking covers fitted to new Cyl. Piston rod put in turning lathe & found good. Connect. " put on surface table & thoroughly gauged to test truth of same. result - Satisfactory. Two new hot. down bolts fitted to thrust block.

General Observations, Opinion, and Recommendation: Eng^y Satisfactorily tried under steam.

(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 work^y condition & eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27) £ :
Survey Fee (per Section 28) £ :
Special Damage Fee (per Section 26) £ 3 : 3 :
Travelling Expenses (if chargeable) £ : :

Fees applied for
24 11 18 91
Received by me,
4/12 18 91

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

*State if Certificate is required

Committee's Minute FRI 27 NOV 1891

Assigned As now
subject
1891/11/11



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Lloyd's Register
Foundation

LM694-0369

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

*Certificate to be sent to

16.-L. R. P. II.-Form No. 9.-Transfer Ink-5,000, 1891

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

It is submitted that this
vessel is eligible to remain
as classed subject to the
tailshaft being examined
within a period of 6 months
and to have d/p 91
recorded.

C.E.S.

26 11 91