

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

(Received at London Office

TUES. 24 AUG 1893

Date of writing Report *Aug 18 93* When handed in at Local Office *is* Port of *London*
 No. in Reg. Book *576* Survey held at *London* Date, First Survey *July 29* Last Survey *Aug 18 1893*
 on the Machinery of the *Wood, Iron or Steel* *S.S. ANDALUSIA* Master *W. J. P.*
 Tonnage { Gross *289* Vessel built at *Marshall* By whom *J. & R. Swan* When *1863* Boilers, when made (Main) *1887* (Donkey) *—*
 { Net *160* Engines made at *Glasgow* When *1879* Boilers, when made (Main) *1887* (Donkey) *—*
 Registered Horse Power *60* Owners *Teestrian Shipping Co. (Ld)* Port *Stockton* Voyage *Coasting*
 No. of Main Boilers *one* If Surveyed *Afloat or in Dry Dock* *Union Dry Dock*
 Steam Pressure in Main Boilers *80 lbs* (State name of Dock.)
 No. Donkey Boiler *—*

Last Survey No. *L.M.C. 4* Port *—*
 Particulars of Examination and Repairs (if any) *Damage.*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

If the Survey is not complete state what arrangements have been made for its completion?

Completed.
 Examined Main Boiler, Safety valves, also Cylinders, Pistons, Slide Valves, Pumps & Condenser, Shafting, Sea & Bilge connections & propeller, the vessel having been submerged through collision.
 The boiler & main steam pipe were tested by hydraulic pressure to 120 lbs pressure per sq. inch, there were found right & showed no signs of weakness.

The flaws in the crank shaft were found not to have extended

The Safety valves were adjusted under steam to lift at 80 lbs pressure.

General Observations, Opinion, and Recommendation:— The machinery of this vessel

(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. 9, 92, B.E.M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

is now in safe working condition & in my opinion the vessel is eligible to remain as classed & have record *L.M.C. 8.93* subject to the crank shaft being again examined before the end of January 1894 as recommended in the Middlesbrough report No. 1018.

Office or Registration Fee (per Sec. 27) £ : : 3-10-0

Survey Fee (per Section 28) £ : : 3-10-0

Special Damage Fee (per Section 28) £ : : 3-10-0

Travelling Expenses (if chargeable) £ : : 3-10-0

Fees applied for

28/8/93

Received by me,

3/9/93

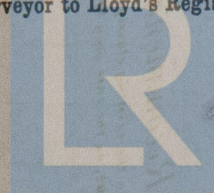
*State if Certificate is required

Committee's Minute

Assigned *L.M.C. 8.93*

subject to.

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



Lloyd's Register
Foundation

LON699-0461

It is submitted that
this vessel is eligible for
THE RECORD L.M.C. & 93, subject
to the Crank shaft, being of an
exam^d. as previously recom^d
in the Medellers report of
1818.

N.A.
28-8-93

