

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

Date of writing Report *Dec 4* 18*93* When handed in at Local Office *Port of London*

No. in Survey held at *London* Date, First Survey *Sept 13* Last Survey *November 29 1893*  
*71* on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. GARLANDS* Master *Symonds*

Gross Tonnage *2084* Net Tonnage *1361* Vessel built at *W. Hartlepool* By whom *W. Gray & Co* When *1889* 8.  
 Registered Horse Power *160* Engines made at *Do* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*  
 No. of Main Boilers *2* Owners *Hardy, Wilson, & Co* Port *W. Hartlepool* Voyage  
 Steam Pressure in Main Boilers *154 lbs* If Surveyed ~~in~~ *in* Dry Dock *Deptford Green Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boiler

Last Survey No. 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 nature 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 details 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? *No*  
 Do. " " Donkey " " " " *No*

Was this not done, state for what reasons? *Survey not due*

What parts of the Boilers could not be thus thoroughly examined?  
 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?  
 What pressure were they afterwards adjusted under steam?  
 Did the Surveyor examine the Safety Valves of Donkey Boiler?  
 What pressure were they afterwards adjusted?

Survey is not complete state what arrangements have been made for its completion? *Completed.*

*Damage caused by vessel grounding in river Thames. Fore end of Engines & after end of boilers lifted about 10 inches. The whole of the Machinery was opened out & examined. Found the forward web of H.P. crank shaft flawed, sixteen coupling bolts bent & broken, all the connections torn off the main boilers, the Main Check valves & Hydrokineter cocks being broken, & Starboard Main feed pipe & waste steam pipe between the boilers broken & all the bilge pipes crushed & choked.*

*Repairs. The Engine & Boiler seating were cut adrift & renewed & the Engines & Boilers lowered into their original positions. H.P. crank shaft repaired (forging report attached), sixteen new coupling bolts fitted, all boiler connections rejoined. New main check valves & Hydrokineter cocks fitted. Starboard Main feed pipe repaired & a new cast iron waste steam pipe fitted, all bilge pipes reset & cleared. The main boilers were tested by hydraulic pressure to 200 lbs.*

*Observations, Opinion, and Recommendation:—This vessel's machinery is now in good condition & in my opinion the vessel is eligible to remain classed, without fresh record of survey.*

Registration Fee (per Sec. 27) £ : : Fees applied for *23/12/18 93*  
 Fee (per Section 28) £ : : Received by me, *24/1/18 94*  
 Charges (if chargeable) £ : :  
 Date is required

Surveyor's Minute *WED. 27 DEC 1893* *TUES. 2 JAN 1894*  
*Samson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
 © 2019 Lloyd's Register Foundation  
 LON 700 OH 762



55012 Lon

& were found tight & all pipes in connection with the main  
boilers. were reset & tested by hydraulic pressure to 300 lbs per sq  
were found tight & showed no signs of weakness.

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.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

On account of damage  
a new web was fitted to the HP Caud  
sheet, and a moderate amount of  
repairs, was effected to the  
machinery.

H.A.

23-12-93



© 2019

Lloyd's Register  
Foundation



S. S. "Garlands".

part renewed & riveted.

Bunkers The lower part of the side bunkers part renewed & repaired.  
Cement a large portion of the cement in the bottom & tank wings renewed.

Main deck plating extending from boiler space to middle of main hatch & 3 stringer plates on Starb<sup>d</sup> side removed, the beams in way of same cut adrift faired & riveted, 7 beams immediately abaft main hatch renewed & 3 others repaired and the disturbed deck plating faired & refitted in place, a large number of the beam knees riveted.

Coming of main hatch on Starb<sup>d</sup> side renewed, the trunk plating of this hatch removed, faired, repaired & refitted in place.

Bridge deck plating in way of main hatch & under chart house removed & beams faired, one deck plate renewed & the remainder faired & refitted in place.

Iron chart house & casings repaired, two additional brackets fitted above & below the deck at break of S. 2. St. & casings additionally fastened to bridge end.

The steering gear, wheel chains, winches & deck fittings overhauled, all close removed, peaks & bunkers cleared, tanks & bilges cleaned out, cement examined & the vessel examined & cleaned & painted throughout. The tanks tested & sluices & attended to pumps repaired. A new  $4\frac{1}{2}$ " steel wire hawser supplied.

All the steel plates & angles used in the repairs have been tested in accordance with the requirements of the Rules.

Iron floor plates have now been fitted in the boiler space instead of steel & it was pointed out to the owners that the notation of "Jart iron floors" would be recorded in the Register Book.

The S. S. No 3 has been practically carried out but the owners stated that they did not wish to have it recorded.

C Buchanan.