

No. 56978

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

(Received at London Office)

THUR, 3 OCT 1895

Date of writing Report 26 Sept 95 1895 When handed in at Local Office 1895 Port of London  
No. in Survey held at London Date, First Survey 5<sup>th</sup> Sept Last Survey 3<sup>rd</sup> Sept 1895  
eg. Book. 75 on the Machinery of the Wood, Iron or Steel S.S. Baralgette Master W. Pirie  
Gross Tonnage 990 Vessel built at Barrow By whom Bru & B Co (Lim) When 1887-5  
Net Tonnage 613 Engines made at Barrow When Boilers, when made (Main) (Donkey) ☒  
Registered Horse Power 120 Owners London County Council Port London Voyage ✓  
No. of Main Boilers 2 No. of Donkey Boilers None Surveyed Afloat or in Dry Dock Fletcher's  
Steam Pressure in Main Boilers 150 lb in Donkey Boilers None  
(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned to Survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+100 A-</u> <u>6.94</u> <u>S.S. Lm No 1-91</u>		<u>+Lm C</u> <u>6.94</u>

Last Survey No. Port  
Particulars of Examination and Repairs (if any) S.S. No 2

Periodical Surveys, when held, must be reported in detail and seriatim 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?

At what pressure were they afterwards adjusted?

Was the propeller shaft drawn and examined at this time?

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

Vessel placed in dry dock. Propellers & all sea Connections & fastenings to same found satisfactory. Both Propeller Shafts examined & liners on same trued up in lathe. Screwed Coupling on end of Port propeller shaft found slack, a new coupling has been fitted also key & same. New Cast Iron bushes fitted in outer bearings, Intermediate bushes relined with lignum vitae, & Stern Bands rebushed & neck rings renewed. Examined H P & L P Cylinders, both of these have been bored out, MP & L P Cylinders, Condenser's Crank & Thrust Shafting and all Pumps & found satisfactory. H P & MP piston rods, trued up & rebushed & neck rings renewed. H P pistons renewed.

Examined Main Boilers externally & internally and found them in good condition. Boiler Mountings overhauled & boilers recovered with Non-Conducting Cement. R.T.O.

General Observations, Opinion, and Recommendation:—The Engines & Boilers of this Vessel are now in a safe working condition & eligible for service.

In my opinion I have +LmC 9.95 Recorded in the Register of this Society

Fee or Registration Fee (per Sec. 27) £ : :  
Survey Fee (per Section 28) £ 4 : 0 : 0  
Special Damage Fee (per Section 28) £ 0 : 8 : 0  
Travelling Expenses (if chargeable) £ 3 : 12 :  
Fees applied for 3. 10. 1895  
Received by me, 28/11/95

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

Date if Certificate is required FRI. 4 OCT 1895

Committee's Minute  
Assigned +LmC 9.95



On account of wear & tear. Various moderate  
repairs effected to Engines.

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 for  
PLA RUCUW

✱ L.M.C. 9.95.

Diameter of H.P. Cylinders five  
recorded  $15\frac{3}{8}$ "

M.S.  
3.10.95.

56979 Lm

Safety valves examined & found satisfactory  
examined Main Boilers under steam and  
adjusted safety valves to working pressure.  
L.H. Blackie

26. 9. 95

The diameter of the H.P. Cylinders now  $15\frac{3}{8}$ "

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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