

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

(Received at London Office)

SAT. MAY 2 1896

Date of writing Report 1st May 96 When handed in at Local Office 18

Port of London

No. in Reg. Book. Survey held at London

Date, First Survey 25 March Last Survey 29 April 1896

460 on the Machinery of the Wood, Iron or Steel S. S. "Fourcoing"

Master W. Hawthorne

Tonnage { Gross 548

Net 299

Vessel built at Glasgow

By whom Mackie & Thomson When 1892 - 11

Registered Horse Power { 60

Engines made at Glasgow

When 1892 Boilers, when made (Main) 1892 (Donkey) 1892

No. of Main Boilers one

Owners Fourcoing S. S. Co. (Lim) Port London

Voyage Coasting

No. of Donkey Boilers one

Steam Pressure in Main Boilers 160 lbs

Surveyed Afloat & in Dry Dock 48 Dock Bloys & Linchouse

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

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage & S.S. 10/1

(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?

Yes

Do. " Donkey " " "

Yes

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?

Has the propeller shaft been drawn and examined at this time?

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

Vessel Damaged by taking the ground. To be completed in a few days

Examined in dry dock propeller, Bush (rewooded), and

all sea connections & fastenings to same & found satisfactory

The after liner on propeller shaft was found slack

for about 8" inches at each end & the shaft badly

corroded between liners, a new propeller shaft (spare)

has been fitted. A new loose bladed propeller has been

fitted. Examined H.P. M.P. & L.P. Cylinders, pistons

Concise, valves & faces, Condenser, Air, circulating

Feed & Bilge pumps, crank Tunnel & Thrust Shafting

& found satisfactory. All shafting relined. Springs

in H.P. piston (slack) renewed. All valve spindles trued

in lathe & glands rubbed & neck rings renewed.

Holding down bolts overhauled. Sluices & water tight doors

overhauled. Bilge pipes and connections overhauled. Water

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 of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 0.95, B.&M.S. 0.95 or L.M.C. 0.95, 140 lb., F.D., &c.)

so far as seen, is now in a safe working condition and

eligible in my opinion to have + LMC 4.96 Recorded in

the Register of this Society when the Donkey Boiler

safety valve has been adjusted to working pressure.

Office or Registration Fee (per Sec. 27)..... £ 2 : 10 : 0

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

Special Damage Fee (per Section 28)..... £ 4 : 4 : 0

Travelling Expenses (if chargeable)..... £ 6 : 15 : 0

Fees applied for

13/5/96

18

A.K.D.

Received by me,

14/5/96

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

State if Certificate is required

Committee's Minute

FRI. MAY 15 1896

FRI. AUG 28 1896

TUES 1 DEC 1896

FRI 6 NOV 1896

Assigned

as now

Lloyd's Register

London - 0040

57659 Lon

S.S. "Lourving"

Service pipes overhauled & cleaned
Examined Main Boiler externally & internally
& found it in fair condition. About 40 rivets
in front end plate at bottom renewed. Doubling
plate at front manhole (bottom) renewed also
Main stays through same renewed. Seams
overhauled. Internal feed pipe rejoined
Examined Safety valves & found satisfactory
Examined Donkey Boiler externally and internally
3 handholes at bottom found corroded, riveted
patches fitted over same. A number of rivets
in bottom seam of firebox renewed. Stop
valve overhauled. Safety valve examined & satisfactory
Examined Main Boiler by hydraulic test
to 240 lbs per sq inch & found it tight
Examined Main Boiler under steam and
adjusted Safety valves to working pressure.
The Donkey Boiler safety valve was blowing
light, it was stated this would be adjusted
in a few days at Southampton.