

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

WED. 17 FEB 1897

(Received at London Office)

Date of writing Report *13 Feb 1897* When handed in at Local Office *16 Feb 1897* Port of *London*

No. in Reg. Book *Survey held at London* Date, First Survey *31 Dec 96* Last Survey *8 Feb 1897*

on the Machinery of the *Wood, Iron or Steel* Master *N. A. Gray*

Tonnage { Gross *1244* Net *810* Vessel built at *Sunderland* By whom *N. Pile Ste* When *1888.3*

Registered Horse Power *142* Engines made at *"* When *68* Boilers, when made (Main) *87* (Donkey) *73*

No. of Main Boilers *2* Owners *Westcott & Lunnell* Port *London* Voyage *Malta*

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat in W. India* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers *65 lb* in Donkey Boilers *87* (State name of Dock.) *Dry Dock*

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *Damage +90. A1*

(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?

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

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

*How done in account of Damage please see Antwerp Report to 3329 and copy of Damage Report herewith attached:*

*Cylinders Piston Slide Valves Pumps Condensers examined Tail Shaft drawn in and with Crank Thrust & Propeller Shafting examined.*

*Damage repairs how done: Holding down bolts overhauled and two new ones fitted. The Main and One Bilge Discharge pipe repaired. Rose Boxes and bilge suction pipes cleaned and four ditto repaired. Feed & Bilge Pump Plungers turned & fitted with new gland bushes & new Spindles. Main Crankshaft for Pumps fitted with new end and the Air & Cing Pump rods faired and all fitted in place. H.P. Slide Spindle faired & re-fitted. New packing ring fitted to H.P. Piston. Donkey Engine Pumps overhauled. Tubes removed from Condensers tested and re-fitted. Several new tubes being supplied. Two new main Brasses fitted. Metal in Main bearings renewed. Crank Shaft re-bedded and all Shafting re-coupled. New Iohaid brasses fitted to H.P. & L.P. Connecting rods.*

General Observations, Opinion, and Recommendation:—

(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. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

*The machinery of this vessel is in good condition and in my opinion eligible to remain as classed. Without fresh record the Tail Shaft being now satisfactory it is recommended that this vessel's name be removed from special limitation list.*

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *14.2.1897*

Survey Fee (per Section 28) £ : : *25*

Special Damage Fee (per Section 28) £ 3 : 3

Travelling Expenses (if chargeable) £ 2 : 17 : 0

\*State if Certificate is required

Received by me, *D. Ritchie*

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

Committee's Minute *FRI. 19 FEB 1897*

Assigned *as now*

*but without limit*



Considerable repairs to engines owing to damage.

It is submitted that

this vessel is eligible to

remain AS CLASSED & not removed from the

Limitation List.

G. J. F.

19.2.97

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.

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As ordinary repairs:—a new gun metal patch fitted to condenser.

D. Ritchie

As the Propeller shaft of this vessel appears to be in good condition it is respectfully recommended that the Limitation should be now discontinued.

D. Ritchie

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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