

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

No. 59314

(Received at London Office) THUR, 28 OCT 1897

of writing Report *Oct 27th* 18 *97* When handed in at Local Office *18* Port of *London*.
 in Survey held at *London*. Date First Survey *Oct 25* Last Survey *Oct 27* 18 *97*.
 463 on the Machinery of the *Wood, Iron or Steel* *S.S. Torbay* Master *Saylor*
 Gross *1332* Net *830* Vessel built at *Ad.* By whom *Blumer & Co.* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*.
 Power *162* Engines made at *Ad.* Owners *Glasgow Shipowners Co. Ltd* Port *Glasgow* Voyage *Baltic*.
 Main Boilers *2* Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Survey Com: Dnke.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

st Survey No. *15009* Port *Ad.*
 Particulars of Examination and Repairs (if any) *BS.*
 Medical Surveys, when held, must be reported in detail and seriatim 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 sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the fees and initials of any letters respecting this case.

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Yes*
 Do. " Donkey " " " *Yes*
 Is was not done, state for what reasons? *-*
 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? *-*
 the Surveyor examine the Safety Valves of the Main Boiler? *Yes.* At what pressure were they afterwards adjusted under steam? *Star only. 3 lbs.*
 the Surveyor examine the Safety Valves of Donkey Boiler? *Yes.* To what pressure were they afterwards adjusted? *40 lbs.*
 the propeller shaft been drawn and examined at this time? *-* If spare propeller shaft fitted, state whether new? *-*
 the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *-*

the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *To be completed on vessel's return. To complete the same. The undermentioned repairs to be done to the Main Boilers and the Safety valves of the port Main Boiler to be adjusted under steam.*

Examined Main and Donkey Boilers internally & externally and Safety valves.

Recommended the following repairs. The lower part of the back of the Port Combustion Chamber of the Star Main Boiler to be cut out & renewed together with stays in way of same. & three stayed stays between the Combustion Chambers in the Port Main Boiler to be renewed.

These repairs cannot be done at this time (owing to the labour dispute) but the owners have arranged to have the repairs done on the vessel's return.

General Observations, Opinion, and Recommendation: *This vessel's Boilers are now in safe condition. & in our opinion the vessel will be eligible for the record B.S. 10. 97. when the Survey has been completed as above.*

Office or Registration Fee (per Sec. 27) £ *2.00* Fees applied for *28/10 18 97*
 Survey Fee (per Section 28) £ *4.00*
 Special Damage Fee (per Section 28) £ *1.16.0*
 Travelling Expenses (if chargeable) £ *1.16.0*
 Received by me, *10/11/97*
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required *-*
 Committee's Minute *FRI. 29 OCT 1897*
 Assigned Deferred for *14 JAN 1898*
 Rpt. to com. of 23/11/97
 Lloyd's Register Foundation
 LON 714-0016

B.I. due 6, 97 to be completed on
vessels return.

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 WILL BE eligible for
the record.

B.I. 10, 97 when the Main
Boilers have been repaired as
recommended & the safety valves
of the P.E. M. B. adjusted under
steam.

7/28
28/10/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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