

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

(Received at London Office

TUES. 1 FEB 1898

Date of writing Report 28 Jan 1898 When handed in at Local Office 18 Port of London
 No. in Reg. Book. 22 Survey held at London Date, First Survey 3 Dec Last Survey 27 Jan 1898
on the Machinery of the Wood, Iron or Steel S.S. "Nairnshire" Master C. Olsen
 Tonnage { Gross 3819 Net 2438 Vessel built at Newcastle By whom Warrthorn Leslie & Co. Ltd When 1889 Boilers, when made (Main) 1889 (Donkey) 1889
 Registered Horse Power 407 Engines made at Newcastle When 1889 Boilers, when made (Main) 1889 (Donkey) 1889
 No. of Main Boilers 3 Owners Alberic S.S. Co. (Lim) Port Glasgow Voyage New Zealand
 No. of Donkey Boilers 1 Turnbull Martin & Co. Mngs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 160 lbs Surveyed Afloat & in Dry Dock Victoria & James Lim
 in Donkey Boilers 90 lbs (State name of Dock.)

Last Survey No. PortParticulars of Examination and Repairs (if any) Special Survey

+100 A1 - 7.97

+ LmC 10.93

S.S. Lon No 1 - 94

B.S. 1.97

(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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

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

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

The propeller shaft of this vessel was renewed in January 1897
 Vessel placed in dry dock. Propeller, Stern Bush, & all sea connections & fastenings found satisfactory
 Examined all cylinders, pistons, boxes, valves & faces, condenser, crank, Lunnel, & Thrust shafting, Air, circulating, feed & Bilge Pumps - New Black rings fitted in H piston valve & new springs in H piston

Examined all (3) Main Boilers externally & internally & found them in fair condition with exception of screw stays to all Combustion chamber sides, several of which were broken - as follows:
 Port Boiler - port side, two top rows, starboard side, one top row; - Centre Boiler - port side, two after, top row, starboard side, two top rows; - Starboard Boiler, port side, two top rows, starboard side, one top row; - in starboard boiler 3 screw stays and in Port boiler 4 screw stays were also renewed for corrosion. The entire row of stays below the broken stays was removed in each case and all defective (67) were renewed. The plain tubes

General Observations, Opinion, and Recommendation: The machinery of this vessel, so

(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. 9.05, H. & M.S. 9.05 or L.M.C. 9.05, 140 lb., F.D., &c.)

far as seen, is now in a safe working condition, and eligible, in my opinion, to have + L.M.C. 1.98 Recorded in the Register of the Society.

Office or Registration Fee (per Sec. 27) £ 5. 10. 0
 Survey Fee (per Section 28) £ 4. 19. 0
 Special Damage Fee (per Section 28) £ 4. 19. 0
 Travelling Expenses (if chargeable) £ 4. 19. 0

Fees applied for

1/2 18 98

5. 10. 0

4. 19. 0

4. 19. 0

4. 19. 0

4. 19. 0

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4. 19. 0

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

TUES. 2 AUG 1898

* State if Certificate is required

Committee's Minute

Assigned + LmC 1.98

FRI. 4 FEB 1898

LON 714-0370

59562. Lon.

Boat d

s/s Gainshire

in the port box, aft end, of starb^d boiler have all been renewed. The port side of port-aft furnace in starb^d boiler was found to be corroded & thin ($\frac{1}{4}$ " at back end, it has been cut & an efficient patch fitted.

All safety valves & mountings exam^d & found satisfactory. Examined Donkey Boiler externally & internally and found it in fair condition with exception of both combustion chamber backs, at bottom, which were corroded & thin, these have been cut and efficient plates fitted and all screw stays & same renewed.

Examined safety valves & found them satisfactory. A new hood has been fitted to forward valve.

Donkey Boiler examined under hydraulic test to 200 lbs & found tight.

The starb^d Main Boiler examined under hydraulic test to 320 lbs & found tight.

Main & Donkey Boilers examined under steam and safety valves adjusted to working pressures.

J. H. Blackie

By Surveyor

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

67 screw stays renewed in Main Boilers

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.

Port furnace of starboard Boiler patched & the plain tubes in port-aft box of same boiler renewed. Donkey Boiler combustion chamber patched

It is submitted that this vessel is eligible for THE RECORD.

11.6.1908

1/2/08



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