

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

No. 14/113

(Received at London Office)

THUR, 5 DEC 1895

Date of writing Report *14 Dec 1895* When handed in at Local Office *14 Dec 1895* Port of *Glasgow*
 No. in Reg. Book. Survey held at *Glasgow* Date, First Survey *25 Novemr* Last Survey *1895*
336 on the Machinery of the *Wood, Iron or Steel* *S.S. Robin* Master *Mr. Keill*
 Tonnage Gross *366* Net *176* Vessel built at *London* By whom *R. Thomson* When *1890* 11
 Registered Horse Power *60* Engines made at *Dundee* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*
 No. of Main Boilers *1* Owners *A. H. Blacketer* Port *London* Voyage *London*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat*
 Steam Pressure in Main Boilers *160* (State name of Dock.)
 in Donkey Boilers *80*

Last Survey No. *13753* Port *Glasgow*
 Particulars of Examination and Repairs (if any) *Completion of L.M.C.*

(Periodical Surveys, when held, must be reported in detail and verification 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.)

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 since last survey.	Machinery and Boiler Surveys (including date of S.R., if any).
<i>100A1</i> <i>2-94</i>		<i>L.M.C.</i> <i>11-90</i>

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?

Main boiler opened up, sealed and examined, all mountings taken adrift overhauled and examined, one leaky rivet has been renewed in bottom of starboard chamber, and the bevel wheel gearing on main stop valve repaired.

Donkey boiler and its mountings opened up and examined, found a very thick scale on shell plating, this boiler not having been used for some time. I had one hole drilled in shell plating, and found thickness ample for the pressure.

Machinery opened up throughout, and the cylinders, pistons, slide valves, air circulating, bilge and feed pumps, also condenser and all shafting (excepting tail end) examined. Found the H.P. cylinder, valve and valve face much cut up, Thrust rings much worn, crank shaft out of line, also pump lever gudgeon broken. The H.P. cylinder has been bored out, new piston and rings fitted, the H.P. valve face has been taken off planed true and refitted. The H.P. slide valve planed true, new thrust rings fitted, crank shaft lifted and lined up, and the machinery overhauled generally. Saw gudgeon fitted in pump lever.

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. 4, 94, B.S. 4, 94 or S.L.M.C. 4, 94, 140 lb., F.D., &c.)

so far as seen is in good working condition and is eligible in my opinion to remain as classed in register book with fresh record of L.M.C. 6-95 as recommended in Gls report No 13753. The survey being now completed.

Office or Registration Fee (per Sec. 27)	£	1	Fees applied for
Survey Fee (per Section 28)	£	1	18
Special Damage Fee (per Section 28)	£	1	
Travelling Expenses (if chargeable)	£	1	Received by me,
			18

*State if Certificate is required.

Committee's Minute

FRI. 6 DEC 1895

FRI. FEB 7 1896

FRI. FEB 28 1896

Assigned

+ L.M.C. 6-95

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

On account of wear & tear. Moderate up and
down & angles.

1411398

N.B.—If this Report is copied by Copying Press, special 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
THE RECORD.

L.N.C. 695

Ind
5.12.95

LA-FAP-TB4-33

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.