

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

No. 4088.

Date of writing Report *16th Feb 97* is *97* When handed in at Local Office

(Received at London Office) **TUES MAR 2 1897**

No. in Reg. Book. *538* Survey held at *Penzance & Redruth* on the Machinery of the *Wood, Iron on Steel*

Port of *Falmouth* Date, First Survey *11th Nov 1896* Last Survey *6th February 1897* Master *H. Cornett*

Tonnage { Gross *347* Net *172* Registered Horse Power *45* No. of Main Boilers *1* Steam Pressure in Main Boilers *100 lbs* in Donkey Boiler *none fitted*

Vessel built at *L. Shields* Engines made at *L. Shields* Owners *Bain Sons & Co*

By whom *J. P. Remoldson & Sons* When *1894* Boilers, when made (Main) *1894* (Donkey) *none* Port *Penzance* Voyage *Coasting*

If Surveyed Afloat or in Dry Dock *Afloat and in Dry Dock* (State name of Dock.) *Penzance Dry Dock*

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 Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+ 100 A / 5,96</i>		<i>+ LMC 1,94</i>

Particulars of Examination and Repairs (if any) *Damage caused through stranding but S.S. No 1*

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and states 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 p

Do. " Donkey " " "

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?

what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler? *✓*

what pressure were they afterwards adjusted? *✓*

the Survey is not complete state what arrangements have been made for its completion? *The Owner has promised to have the Boilers*

slagged when opportunity offers, now done, The main Boiler put back in place and the started lagging taken off the Boiler, the Starboard securing stay taken off and straightened and replaced, the damaged end of main Steam Pipe cut off and a new Flange fitted and tested to 200 lbs per inch showing no signs of weakness or bad workmanship, a new four Bladed Propeller fitted, Tail Shaft put in Lathe and found perfectly straight the brass sleeves on same made parallel, White Metal at bottom Thrust Block renewed, The Engines opened out and found in good working condition, a new Stern Tube and Stern Bush made and fitted, a new E. R. Block also new Steam and Vacuum gauges has been supplied, The Stern Flange was bored, The Bilge injection Pipe and Bilge Suction Pipes straightened and repaired with part new.

Copy of Damage Survey attached, Examination of Engines and Boilers in accordance with the Requirements of the Rule for Special Survey No 1 for Iron Ships P.T.O. General Observations, Opinion, and Recommendation:— The Engines and Boiler as far as seen are in a good and efficient condition and are in my opinion eligible to remain as classed with the notation of + LMC 2-97 made in the Register Book.

Registration Fee (per Sec. 27) £ : : Fee (per Section 28) £ 2 : 10 : 0 Damage Fee (per Section 28) £ 2 : 2 : 0 Count Expenses (if chargeable) £ 4 : 3 : 0

Fees applied for

23-2-1897

29-8-6

Received by me,

24-2-1897

Certificate is required *Yes* MACHINERY WRITTEN

Committee's Minute **FRI. MAR 5 1897**

igned *+ LMC 2,97*

TUES 18 MAY 1897

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



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FAL137-0091(2/3)

Propeller & white metal in thrust block renewed
 & Main steam pipe repaired - due to damage
 Also moderate repairs to Engine & boiler
 due to wear & tear.

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.

Cylinders, Pistons, and Slide Valves good,
 New Packing Rings fitted to the H. P. Piston, and the ridge
 chipped off the top of H. P. Cylinder, a new Key fitted to the
 H. P. and L. P. Slide Valve Rods.

The Air, Circulating, Feed, Bilge, and Donkey Pumps good,
 The Plungers of the Feed, and Bilge Pumps have been made
 parallel, new neckrings fitted, and glands rebushed,
 new suction, and delivery valves fitted to the Feed Pump,
 seating of Donkey Check Valve made true, and a new valve
 fitted, new Top Braces fitted to the top ends of both H. P. and L. P.
 Connecting Rods, new pins fitted to the Slide Valve gear of the
 Feed Donkey.

Crank Main, and Thrust Bearings, and Shafting good,
 Tail Shaft down, Propeller, and Stern Bush good,

Surface Condenser opened out good,

Under water fittings and fastenings good

Reversing Gear good

All the Cocks and Valves on the Engines and Boilers have been
 opened out and examined good,

Auxiliary Machinery examined and tried under steam work
 satisfactory, Slide Valve on Forward Machinery Buckhead
 good, Roses for under water fittings and Bilge Suctions good,
 Main Engines tried under steam work Satisfactory

Main Boiler examined externally and internally, the Stays,
 Stay Tubes, Tubes, Dome, & Chambers, Furnaces, Shell and End
 Plates good, found the Shell Plate at bottom in way of Drain
 Cock wasted, the Cock taken off and a plate fitted on the
 inside and out and secured by four $\frac{3}{4}$ studs, a slight leak
 on the port side of the Starboard & Chamber has been failed and
 recaulked, a slight leak at the bottom of Shell and front end
 failed and recaulked, a stay leaking on the Port side of Shell
 the nut has been taken off and a thicker and wider washer fitted to cover
 the plate where slightly wasted, Two new Cocks fitted to the Steady Pipes
 of the Water Gauge.

The Safety Valves examined and set to relieve at 100 lbs pressure

It is submitted that
 this vessel is eligible for
 THE RECORD. L.M.C. 294

R.D.

2/3/94



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