

REPORT

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

10961

(Received at London Office) 19 SEP 91

No. 10961 Date of Writing Report: Sept 1891 Port of Glasgow

No. in Reg. Book. 44 Survey held at Ardrossan & Glasgow Date, first Survey Aug 5 Last Survey Sept 9 1891

on the Machinery of the S. S. Vasongada Master A. Moodie No. of Visits 6

Tonnage Gross 1483 Net 926 Vessel built at Glasgow By whom A. Stephen & Sons When 1887-9

Registered Horse Power 170 Engines made at St. ... When '87 Boilers, when made (Main) '87 (Donkey) '87

No. of Main Boilers One Owners Ferguson & Reid Port Glasgow Voyage Mediterranean

Steam Pressure in Main Boilers 160lb If Surveyed Afloat or in Dry Dock Both Ardrossan Dry Dock

in Donkey Boiler 70 (State name of Dock.)

Last Survey No. _____ Port _____

Class of Vessel & Machinery +100A-1.10-89
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +L.M.C. 10-87

Particulars of Examination and Repairs (if any) Special Survey & Damage

(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 should be separated from Repairs due to other causes. 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? 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? Yes

At what pressure were they afterwards adjusted under steam? 160lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 70lb.

The engines & boilers of this vessel opened out for survey & repairs and there were examined the cylinders, pistons, slide valves, crankshaft & shafting, pumps pipes & connections also the main & donkey boilers, safety valves and other mountings.

When the vessel was in Dry Dock all the sea cocks & valves, propeller & fastenings were examined and overhauled.

New springs have been fitted to main boiler safety valves and adjusted to 160 lbs per sq inch. New pressure ^{gauges} fitted in engine room & stokehold.

Held a survey on account of damage stated to have been sustained on the 11th July while on a voyage from Hull to Cronstadt - again on the 17th July at Malgrabin on the voyage from Cronstadt to Riga when the propeller fouled some sunken spars - again on the 27th owing to stress of weather when on a voyage from Riga to Ardrossan and again on the 30th while at Ardrossan when the vessel grounded four times in the harbour.

The vessel having been docked found that two propeller blades were broken off - the wood in stern tube slack & damaged - six propeller-blade studs

General Observations, Opinion, and Recommendation: -

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1.89, B.&M.S. 1.89, or L.M.C. 1.89, as the case may be.)

All the repairs & recommendations have been satisfactorily carried out and I am of opinion the whole of the machinery is now in good & safe working condition and eligible to be classed +L.M.C. 9-91 in the Register Book.

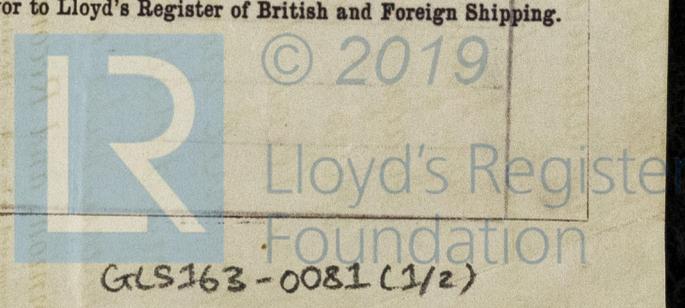
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|---|---|-------------|--------------------------|
| Office or Registration Fee (per Sec. 27)..... | £ | | Fees applied for |
| Survey Fee (per Section 28)..... | £ | 2 | 18 th Sept 91 |
| Special Damage Fee (per Section 28)..... | £ | 3 3 | |
| Travelling Expenses (if chargeable)..... | £ | 1 3 6 | Received by me, |

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

*State if Certificate is required _____

Committee's Minute TUES. 22 SEP 1891

Assigned + L.M.C. 9/91



and two nuts damaged. Also found the propeller, stem tube, propeller shaft and two lengths of tunnel shafts and three plates in tunnel, removed to facilitate the work of repair to hull.

Found the high pressure piston rod bent and ring in piston broken. The crank pin branes of high & low pressure engines cracked.

and the winch steam pipes on deck amidships damaged & leaking at flanges and the steam steering gear disabled.

Recommended that the wood in stem tube be renewed - that the six broken propeller studs & two nuts be renewed - that the two broken blades be renewed - that the propeller be refitted to shaft - that the stem tube, shaft, two lengths of tunnel shaft, and plates on tunnel, which were removed to facilitate the work of repair to hull, be replaced.

That the high pressure piston rod be straightened and turned up in lathe that new flanges & neck bushes be fitted to suit the rod after being repaired.

That the broken piston spring be replaced - that the damaged crank pin axes be repaired & refilled with white metal - that the tunnel shafts & bearings, crankshaft & main bearings be opened out for examination.

That the three lengths of winch steam pipe on deck be taken to shop and re-braced at flanges and afterwards repointed and the covering relaid.

That the steam steering gear and engine be overhauled - that the brass & iron vertical rods, spindle for regulator valve, and bolts for cam motion be renewed.

These recommendations were carried out in order to place the machinery in as good & safe working condition as before the damage took place.

W. R.



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