11626

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

(Received at London Office 12 JUL 92)

No. 11626 Date of Writing Report July 1892 Port of Glasgow

No. in Reg. Book. 207 Survey held at Glasgow on the Machinery of the S.S. "Olfrida" Date, first Survey 24th Feby Last Survey 30th June 1892 Master Mr. McNeil No. of Visits 18

Tonnage: Gross 496. Net 310

Registered Horse Power 70

No. of Main Boilers One

Steam Pressure—in Main Boilers 80lbs. in Donkey Boiler 80

Vessel built at Paisley By whom Campbell & Co When 1880-11 (YEAR. MONTH.)

Engines made at Do When '80 Boilers, when made (Main) '92 (Donkey) '92

Owners Orlando Lowden & Co Port Glasgow. Voyage Coasting.

If Surveyed Afloat or in Dry Dock (State name of Dock.) Both. Govan Dry Dock

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 100A.1.3-91 +L.M.C. 5-91

Last Survey No. Port

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? New main boiler

Do. " Donkey " " " " 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? yes

At what pressure were they afterwards adjusted under steam? 83lbs.

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

To what pressure were they afterwards adjusted? 80lbs.

Special survey held at this time at the request of Owners – all the working parts of machinery opened out and there were examined the cylinders, pistons, slide valves – pumps, crankshaft & shafting, pipes & connections – Particulars of new main & donkey boilers are given on annexed form.

Damage survey now held at owners request for the purpose of ascertaining the amount of damage stated to have been sustained through the vessel striking the bar at Figueira on the 30th January & 11th February while entering & leaving that Port on a voyage from Newport.

On examination found the condenser bottom joint to soleplate started and leaking and covered with cement – the air & circulating pump joints and the joints between the cylinders also started & leaking – found the crank shaft flawed in fillets of both high & low pressure crank pins – the piston rods of both engines fractured – the condenser bottom covered with mud & sand and the tubes at joint to plates leaking – also found the water service pipes muddy & dirty – the bilge pipes in engine room & stokehold damaged & out of order – the engine soleplate holding down bolts slack.

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. 1,91, B.&M.S. 1,91, or ✠L.M.C. 1,91, as the case may be.)

The engines & boilers are now in good & safe working condition and eligible to be classed +L.M.C 6-92 in the Register Book also the notification +N.B. 92 on account of the new main boiler now fitted particulars of which are given on annexed form.

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 4/7 1892
Survey Fee (per Section 28)	£ 1 : " : "	
Special Damage Fee (per Section 28)	£ 3 : 3 : "	Received by me, 11/7 1892
Travelling Expenses (if chargeable)	£ : :	

*State if Certificate is required

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

Committee's Minute FRI 15 JUL 1892

Assigned +L.M.C. 6.6.92 +N.B. 92

(The Surveyors are requested to state in the space for Committee's Minute, or if not whether, and when, one will be sent.)

Insert Character of Ship and Machinery precisely as in the Register Book.

GLS165-0230 (1/2)

11626

July 92 Glasgow

Glasgow [illegible] 24th Feby 30th June 1892

207 J. J. Africa [illegible] 18

496
310 Paisley Campbell & Co 1880-11
70 Do 80 92 92
[illegible] [illegible] & Co Glasgow Coasting
80 lb [illegible] Dry Dock 100A1 3-91
80

Special Survey & Damage.

New main boiler
donkey

Special Survey held at this time at the request of Owners — all the working parts of machinery opened out and there were examined the cylinders, pistons, slide valves — pumps, crankshafts & shafting, pipe connections — Particulars of new main & donkey boilers are given on annexed form.

Damage Survey was held at Owners request for the purpose of ascertaining amount of damage stated to have been sustained through the vessel striking the bar at Figueira on the 31st January & 11th February while leaving that port on a voyage from Newport.

[illegible] the condenser bottom joint to [illegible] started [illegible] [illegible] and [illegible] — the air & circulating pump rods and the [illegible] between the cylinders also started & leaking — found the crank shaft [illegible] [illegible] of both high & low pressure crank pins — the piston rods of both [illegible] [illegible]. The condenser bottom [illegible] [illegible] and the tubes [illegible] to [illegible] — [illegible] the [illegible] [illegible] pipes [illegible] [illegible] — the [illegible] pipes in engine room & [illegible] damaged & [illegible] [illegible] — the engine [illegible] setting [illegible] [illegible] [illegible].

The engines & boilers are now in good & safe working condition and eligible to be classed [illegible] in the Register Book with the notification [illegible] new main boilers now fitted particulars of which are given on annexed [illegible]

11/7 92
3 3 —
11/7 92

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

11626. egs

On Account of damage, extensive repairs were executed, including the renewal of the crank shaft, piston rods, and propeller

+LMC 6.92 and +NB.92

New main and donkey boilers were fitted on acct. of W. & Car.

12-7-92

Port of Glasgow. Continuation of Report No. 11626 dated 30th June 1892 on the

S. S. "Elfrida"

Recommended that the condenser bottom joint to soleplate, also the air & circulating pump joints be remade - this necessitating the removal of the condenser & pumps - also recommended that the cylinders be removed & rejointed - that the crankshaft be replaced by a new one - that the piston rods be renewed - that the condenser tubes be all removed, the condenser cleaned, tubes replaced & tested, condenser doors rejointed, and any tubes found damaged to be replaced with new ones. That the water service pipes be all taken adrift, cleaned & replaced - that the bilge pipes in engine room & stokehold where damaged & where cut to facilitate the work in hand, be renewed.

Also recommended that the vessel be placed in Dry Dock for the examination of the propeller, shaft & connections and sea cocks, and that the tunnel shafting be righted ~~and~~ that the whole of the working parts of engine be opened out for examination.

Found the propeller slack on shaft, found the joint of main blow off cock defective and the bolts of the donkey blow off cock damaged & slack and the tunnel shafting & soleplate out of line.

Recommended that the propeller be removed & refitted - that the shaft be drawn in for examination - that the tunnel blocks be adjusted to the corrected line of shafting - that the holding down bolts be removed & the soleplate adjusted to line of tunnel shaft - and that all platforms & fixtures removed to further the work in hand be again replaced & secured.

All of the above recommendations have been satisfactorily carried out.

J.W.R.

210.—L.R.P.H.—3,000.—29/9/91.—Transfer Ink.