

No. 12899

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

(Received at London Office MON. 30 APR 1894)

Date of writing Report: 26<sup>th</sup> Apr 1894 When handed in at Local Office is Port of Glasgow

No. in Reg. Book: 1143 Survey held at Glasgow Date, First Survey 28 March Last Survey 21 April 1894

on the Machinery of the Wood, Iron or Steel Crown of Arragon Master Doward

Tonnage { Gross 2256. Net 1486. Vessel built at Greenock By whom Scott & Co When 1883 MONTH 10

Registered Horse Power 275. Engines made at do When 83 Boilers, when made (Main) 83 (Donkey) 83

No. of Main Boilers 2 Owners Sam. Pringle Clapperton & Co Port Glasgow Voyage London

Steam Pressure in Main Boilers 90 lbs If Surveyed Afloat or in Dry Dock Meadowside Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler 60 lbs

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A 1</u>	<u>3.93.</u>	<u>L.M.C</u>
<u>S.S. No 2</u>	<u>5.92</u>	<u>B.S</u>
<u>5.92</u>		<u>2.93.</u>

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Damage

(Periodical Surveys, when held, must be reported in detail and seriatim 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? yes found in good order

Do. " Donkey " " " " yes do

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? 90 lbs

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

To what pressure were they afterwards adjusted? blowing at 50 lbs.

If the Survey is not complete state what arrangements have been made for its completion? \_\_\_\_\_

Account of damage caused through the breaking of the shafting in this vessel the Engines have been opened up and all the working parts, pistons, pumps, levers, Cyls examined, one of the piston rods found cracked at the neck (piston) renewed all sea connections in Dry Dock. The whole of the shafting in this vessel has now been renewed (except one length (152" Tunnel) which was sent out from Glasgow fitted on board at Suez in Feb last & the propeller shaft which had been spare was fitted at Zanzibar in Dec last) and on the 23<sup>rd</sup> March last the Thrust shaft became broken creating & damaging the crank shaft. See Copy of Damage Report appended herewith. The Tunnel shafting is in 18 ft lengths & were originally fitted with one bearing to each two bearings with bolts to suit have now been

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. 992, B.&M.S. 992 or N.E. T.C. 992, as the case may be.)

The repairs to the machinery of this vessel have been satisfactorily carried out, & the machinery & boilers are now in good order & reliable in our opinion to be noted L.M.C.

C. H. 94 and the propeller to be examined as per the owners letter appended herewith

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ : :  
 Special Damage Fee (per Section 28) £ 5.5.  
 Travelling Expenses (if chargeable) £ : :

Fees applied for 26/4 1894  
 Received by me James Morrison  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required \_\_\_\_\_

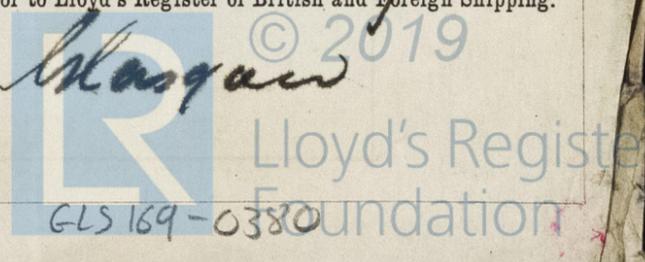
Committee's Minute TUES. 1 MAY 1894

Assigned + L.M.C. 4. 94

note. subject

14-LRPH-Form  
 (The Surveyors are responsible, and when necessary, for the correctness of the entries.)  
 Ink-5,000,12,10/93.  
 If a Repv. or if not whether, and when, the entry is made.

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



introduced in the case of each length of shaft  
New Crane Shaft fitted + all the main bearing  
overhauled. New Thrust block fitted to suit new  
Shaft + seating stiffened. New bronze propeller  
has also been fitted  
Worlers and all their connections examined  
throughout

In consequence of such a serious break-  
down of the shafting in this vessel it was  
not considered advisable to retain the  
three remaining lengths of Lummel shafting, in  
which no damage was apparent although one was  
found to be slightly bent. These shafts together  
with the portions of the broken shafts were broken  
up at the works of Messrs J & W Henderson in  
the presence of the writer + owners + under-  
writers representatives and were found  
(except in one case) to be easily broken and  
shewed the material to be crystalline throughout  
The Society's Loss Inspectors Mr. Hamilton, was  
also present at the breaking of two of the afore-  
mentioned shafts. J.M.

Report on Forgings will follow.

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.

eligible for  
THE RECORD + L.M.C. shaft subject to the Bronze  
propeller being examined when the vessel  
is in Dry Dock.  
Due to Damage.

ing new propeller + Sea Connection  
Shafting overhauled one  
new Thrust block fitted  
The shafts of the shafting  
removed except Propeller  
Shaft + one length of Lummel  
shafting.  
Three lengths of Lummel  
shafting not damaged  
(except one slightly  
bent) removed  
as others had  
broken  
J & W  
30-4-94



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