

No. 14031

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

SAT. 26 OCT 1895

(Received at London Office)

Date of writing Report 25th Oct. 1895 When handed in at Local Office 25th Oct. 1895 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, First Survey 8th Oct. 1895 Last Survey 21st Oct. 1895
53 on the Machinery of the Wood, Iron or Steel S.S. Vascongada Master G. Shearer
 Tonnage { Gross 1483 Net 922 Vessel built at Glasgow By whom A. Stephen & Son When 1887 YEAR. MONTH. 9
 Registered Horse Power 145 Engines made at Glasgow When 1887 Boilers, when made (Main) 1887 (Donkey) 1887
 No. of Main Boilers 1 Owners Ferguson & Reid Port Glasgow Voyage Seville via Cardiff
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both
 Steam Pressure in Main Boilers 160 (State name of Dock.) Tween wet Cowan dry
 in Donkey Boilers 60

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 required.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1</u> <u>2-95</u> <u>S.S. And No 1-91</u>		<u>R.M.C.</u> <u>9-91</u> <u>BS 10-94.</u>

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) In 2 special

(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.
 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? Not adjusted.
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.
 To what pressure were they afterwards adjusted? Not adjusted.
 Has the propeller shaft been drawn and examined at this time? Yes
 If the Survey is not complete state what arrangements have been made for its completion? The safety valves of main and donkey boilers to be adjusted at Cardiff. The Surveyors have been notified.

When this vessel was in dry dock the sea cocks were opened up. The propeller shaft drawn in and examined. Propeller and fastenings good. Machinery opened up throughout, and the cylinders, pistons, slide valves, all shafting, condensers, air, circulating, bilge, and feed pumps examined. The No 6 main bearing was much worn, and out of line and the H.P. & L.P. crank pin brasses much worn. The crank shaft has been raised and the No 6 main bearing, the H.P. & L.P. crank pin brasses lined with white metal, also new H.P. junk ring and Ramsbottom rings fitted. Main boiler opened up, and safety valves & mountings examined, found the port & starboard furnaces (Folic type) sagged 3", and the mid furnace (Curvis type) sagged 1 1/2" at centre, and tapering off to nothing at fore and after ends. These furnaces have been set up to original position, by specially constructed moulds, and hydraulic rams, and were afterwards tested by hydraulic pressure to 240 lbs per square inch and found to be tight at that pressure.

General Observations, Opinion, and Recommendation: — Over.
 (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.&M.S. 4, 94 or L.M.C. 4, 94, 140 lb., F.D., &c.)
The machinery of this vessel is now in good condition, and is eligible in our opinion to remain as classed in register book, with fresh record of R.M.C. 10-95. when the safety valves of main and donkey boilers have been adjusted.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 4 12 : :
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 Fees applied for 24/10/95
 Received by me, James Morrison
25/10/95 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required _____
 Committee's Minute _____
 Assigned Deferred

TUES. 29 OCT 1895

FRI. 29 NOV 1895



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Yes
 State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

*Certificates to be sent to
 16-LRPH-Report No. 9-Transfer Ink-5,000, 3/4/96.
 (The Surveyors are requested to write on or below the space for Committee's Minute.)

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

14031 glo

S. S. Vascongada.

The donkey boiler, its safety valves and mountings opened up examined and found in good condition.

Orth.

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.



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