

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. 53 Survey held at Glasgow Date, First Survey 8th Oct. 1895 Last Survey 21st Oct. 1895
on the Machinery of the Wood, Iron or Steel SS 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.) Luem wet Govan dry
in Donkey Boilers 60

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.)

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).
<u>* 100 A1</u> <u>2-95</u> <u>SS And In 1-91</u>		<u>* LMC</u> <u>9-91</u> <u>BS 10-94.</u>

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time?

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 (Curviss 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 ram, 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. 4,04, B.&M.S. 4,04 or *L.M.C. 4,04, 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 * LMC 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,

25/10/95

James Morrison G. Purdick
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

TUES. 29 OCT 1895

FRI. 29 NOV 1895

Committee's Minute

Assigned

Deferred



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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.

*Certificate to be sent to

16-LRPH-Report No. 9-Transfer Ink-5,000, 3/4/95.
(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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