

No. 14488

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

TUES, JUN 16 1896

(Received at London Office)

Date of writing Report 15th June 1896 When handed in at Local Office 15th June 1896 Port of Glasgow
No. in Sup Survey held at Glasgow Date, First Survey ✓ Last Survey 13th June 1896
46 on the Machinery of the Wood, Iron or Steel SS Barcellos Master ✓
Tonnage { Gross 395 Net 372 Vessel built at Glasgow By whom A Rodger & Co When 1896
Registered Horse Power ✓ Engines made at Glasgow When 1896 Boilers, when made (Main) 1896 (Donkey) 1896
No. of Main Boilers 1 Owners Amazon Steam Nav Co Ltd Port Para Voyage Para
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock ✓ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 160 in Donkey Boilers 80

Last Survey No. 11463 Port Glasgow

Particulars of Examination and Repairs (if any) Repair

(Periodical Surveys, when held, must be reported in detail and serially 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.)

CHARACTER.	Year	Machinery and Boiler
For Special Survey.	Ascertained	Surveys
Date of last Survey and of Periodical Surveys.	Now	(including date of N.B., if any).
	Expired	
<u>A1</u>		
<u>for this purpose.</u>		
<u>(Class contemplated)</u>		

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓
Do. " Donkey " " " ✓
If this was not done, state for what reasons? See vessel.
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? ✓

While this vessel was on her way out to Para. The round pin key in the forward web of after crank worked out. The crank revolving loosely on the shaft. The crank shaft has been returned to the maker (The J & F Co) and a new straight porting fitted in the aft web of intermediate crank and the forward web of after crank. The shaft was then forwarded to Messrs Hall Brown Buttery & Co. of Glasgow, where the key seats have been cut & the feathers fitted for eccentrics, and in my presence each crank in turn was subjected to a pull of nine tons on the crank pins.
This shaft was forward this morning to Waterford to be fitted on board there.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in good condition and is in my opinion eligible to remain as classed subject to the crank shaft being fitted on board.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	
				Received by me,
				18

George Murdoch
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Assigned Not for Classing Com at yet

TUES, JUN 30 1896

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