

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

(Received at London Office)

OCT 23 1896

Date of writing Report 22nd Octr 1896 When handed in at Local Office 22nd Octr 1896 Port of Glasgow  
 No. in Reg. Book. 61 Survey held at Glasgow Date, First Survey 12th Octr Last Survey 21st Octr 1896  
on the Machinery of the Wood, Iron or Steel S S Vascongada Master G. Shetler  
 Tonnage { Gross 148.3 Net 92.2 Vessel built at Glasgow By whom A. Stephen & Son When 1887 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 West Indies  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Both Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers 160 (State name of Dock.) Govan Dry & Steamwet at Clyde Villa  
 in Donkey Boilers 60

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

Particulars of Examination and Repairs (if any) Annual

(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? 160 lb. per square inch.Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.To what pressure were they afterwards adjusted? 55 lb. per square inch.Has the propeller shaft been drawn and examined at this time? Yes, and found to be in good condition.If the Survey is not complete state what arrangements have been made for its completion? Complete

When this vessel was in dry dock the propeller shaft was drawn in, and the sea cocks opened up and examined. The donkey sea suction cock was taken off and re-fitted.

Main boiler and its mountings opened up and examined. found that the aft circumferential seam in centre furnace had been leaking badly. also two stays in back and one in side of combustion chambers with their nuts and ends partly burnt away. Recommended about thirty nuts to be taken out and replaced by new ones in furnace seam. the seam to be chipped and caulked, and three new stays and nuts fitted in C chambers. (These furnaces which were sagged, and set up by hydraulic jacks about 12 months ago. have been tested by gauge, and found that they had not since altered in shape.)

The covering material has been removed and the outside of shell examined. found in good condition and has now been re-covered.

Donkey boiler and its mountings examined, and found in good condition & new 5 1/2" x 4" x 5" Canuthers donkey pump now fitted. All pipe connections General Observations, Opinion, and Recommendation: fitted as on old pump.

(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. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

The machinery of this vessel so far as seen is in good condition and is eligible in my opinion to remain as classed, with fresh record of BS 10-96 in register book.

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ 1 : 10 :  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :

Fees applied for

21/10/1896

Received by me,

22/10/1896

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

\*State if Certificate is required

Committee's Minute TUES 27 OCT 1896

Assigned

BS 10, 96



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Lloyd's Register

GLS176-0067

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

been held on Ship? Yes

Certificate to be sent to

About thirty rivets in furnaces & three  
stays in Comb. ch. of main boiler renewed  
on account of wear & tear

It is submitted that  
this vessel is eligible to  
remain AS CLASSED, & to have  
record B.S. 10/96  
R.E.

23/10/96

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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Foundation