

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

No. 15346.

TUES. 7 APR 1908

(Received at London Office.)

Date of writing Report 26th March 1908 When handed in at Local Office 26th March 1908 Port of Greenock
 No. in Reg. Book. 642 Survey held at Port Glasgow Date, First Survey 24th Feb Last Survey 23rd March 1908
 on the Machinery of the Wood, Iron or Steel S. S. Scotsman Master J. Macalister
 Tonnage Gross 181 Vessel built at Glasgow By whom J. H. Gilmour When 1894-5
 Net 70 Engines made at Glasgow By whom Wm. Houston & Co When 1894
 Registered Horse Power 25 Boilers, when made (Main) 1894 (Donkey) ✓
 No. of Main Boilers 1 Owners British Coasting S.S. Co. Ltd. Port Glasgow Voyage Coasting
 No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Clyde S.S. Dry Dock
 Steam Pressure in Main Boilers 120 lbs (State name of Dock.)
 in Donkey Boilers ✓

Last Survey No. Port
 Particulars of Examination and Repairs (if any) Damage & S.S.

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.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? also whether any damage report was made, and, if so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? new main Boiler now fitted

Do. " Donkey " " " "

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?

To what pressure were they afterwards adjusted under steam? 125 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? no or two liners? Yes or is it without liners?

Has shaft now been changed? no If so, state reasons

Is the shaft now fitted new? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? new lignum vitae now fitted to stern Bush.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Damage sustained in Shaugford Lough Co. Down by Grounding. The vessel was subsequently surveyed in Belfast (see report K:6422) and the recommendations then made have been carried out in regard to the Engines.
 Main Engines: - Removed from the vessel and re-erected in Shop. All pistons, cylinders, slides, sea connections, shafting and pumps examined and found in good condition. The Crank shaft was lifted, the main Bearing bushes lined up and shaft re-bedded. All other working parts have been overhauled and lined up where necessary. The Condenser tubes were drawn cleaned and Condenser examined. The Propeller shaft was tried in the lathe. A new propeller has been fitted. The Engines having been closed up and replaced on board, were on trial found to work satisfactorily.

Main Boiler: - The owners decided to fit a new Boiler. The report on it is attached hereto.

General Observations, Opinion, and Recommendation: - The machinery of this vessel is (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, T.S. 9.05, B. & M.S. 9.05, or L.M.C. 9.05, 140 lb., F.D., &c.)

now in good and efficient condition and eligible in my opinion to have the record of **LMC 3.08** and **N.B. 3.08** marked in the Society's Register Book.

Survey Fee (per Section 25) £2.00 £1.10

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Fees applied for

1/4/1908

Received by me,

1/5/1908

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

Committee's Minute

Assigned

+ LMC 3.08 + NB 3.08

MACHINERY CERTIFICATE
 WRITTEN 27-4-08

note shaft

drawn



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Lloyd's Register Foundation

Is a Certificate required? If so, so be sent to

Due to damage.

Screw shaft & machinery
exam'd. Minor repairs effected

new propeller fitted & main

trailer fitted

It is submitted that

this vessel is eligible for

THE RECORD. + L.M.C. 3.08.

+ N.B. 3.08

HC 8.4.08

1.5.B.

120 cts W.P.

270.7.

768 cts H.S.

297.9.8.

83.08

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 to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Lloyd's Register
Foundation

Rpt.

Date of

No. of

Reg. L

64.

Master

Engine

Boiler

Register

MUI

(Letter

Boiler

No. of

safety

Are the

Small

Water

Descr

Long

rules

boiler

Descr

plates

Top

small

Pitch

Area

Low

Pitch

water

girder

W or

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