

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

MON. 6 NOV 1899

(Received at London Office)

of writing Report is When handed in at Local Office 3rd Nov. 1899 Port of WEST HARTLEPOOL

Survey held at Nest Hartlepool Date, First Survey 22nd Aug. 1899 Last Survey 27th Oct. 1899

on the Machinery of the Wood, Iron or Steel Clam (Shaver & repaired 5,99) Master J. G. Brown

Gross 3552 Vessel built at H. Hartlepool By whom H. Gray & Co. Ltd. When 1893 2

Net 2311 Engines made at H. Hartlepool When 1893 Boilers, when made (Main) 1893 (Donkey) 1893

Power 374 Owners Shell Transport & Trading Co. Ltd. Port London Voyage Batoum

Main Boilers 3 Donkey Boilers 2 If Surveyed Afloat or in Dry Dock Gray dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Pressure in Boilers 160 lbs (State name of Dock.)

Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Re-classing.

Special Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly 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 being detailed in the body of the report, should be briefly summarized at the end of the report. State also the date and initials of any letters respecting this case. 11.0.99(M), 17.0.99(M), 4.0.99(M), 7.10.99(E), 12.0.99(E), 15.0.99(E)

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

Do Donkey " " " " Yes

As not done, state for what reasons? _____

Parts of the Boilers could not be thus thoroughly examined? _____

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? _____

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 165 lbs.

Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? Not adjusted

Propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? New

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? 16"

Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete this survey, the donkey boilers require to be examined under steam, and their safety valves adjusted to 100 lbs. per sq. in. The Supt. stated, this would be done either at Calcutta or Singapore.

Classing. — Vessel stated to have grounded in the Mediterranean. See Algiers Report No. 98.

Vessel placed in dry dock, propeller shaft drawn, on examination found it badly corroded, spare shaft now fitted marked No. 1408 J.R.B. This shaft has not been used before. Propeller, stern bush, sea cock fastenings, and all sea cocks & valves examined and found in good condition.

Examined cylinders, pistons, valves, spindles, crank & thrust shafts, condenser, all pumps, and engine seating. Crank shaft lifted.

General Observations, Opinion, and Recommendation: — The Machinery of this vessel is in good condition, and eligible in my opinion to remain classed and to have record B.L.M.C. 10,99 marked in the Register Book, when the survey has been completed. Also to have record "Burning Asafiki Oil Fuel" "Experimental".

Registration Fee (per Sec. 27) £ _____

Survey Fee (per Section 28) £ 5.99

Expenses (if chargeable) £ 4.19

Less 100% Dis. 5.10.0

Net £ 4.19

Fees applied for 1. 11. 18 99 AP

Received by me, 1. 11. 18 99

Signature: M. Smith

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

Stamp: FRI. 16 MAR 1900, TUES. 10 JUL 1900, TUES. 27 MAR 1900

Stamp: Lloyd's Register of British and Foreign Shipping

Stamp: HPL387001201301

Stamp: FRI. 10 NOV 1899

Text: + L.M.C. 10,99 subject

*Certificate to be sent to

Port of WEST HARTLEPOOL. Continuation of Report No. 11039 dated 27th Oct. 1899 on the

Steel S.S. "Clam"

lifted & rebedded and shafting lined up, six new coupling bolts fitted. New white metal fitted in thrust rings, all main bearings and bottom ends. Feed & bilge pump rams and air & circulating pump rods skimmed up in lube glands rebushed and new neck rings fitted. Condense tubes drawn, cleaned & refitted, and feed & ballast donkeys overhauled.

Main Boilers - Examined three single ended boilers inside and outside, found them in good condition.

Donkey Boilers - Examined two donkey boilers inside and outside. Port boiler - found lower part of shell wasted in two places, cut out these defective parts and two new patches riveted, each 3'-6" x 15" x 1/2". Six rivets in fire box renewed.

St. Boiler. Cut out lower part of vertical seam in fire box and riveted a new patch. Shell at lower back partly wasted. This part cut out and a new patch riveted. 30" x 15" x 1/2"

Liquid fuel Installation.

The main and donkey boilers of this vessel, have been fitted with an arrangement for firing with liquid fuel. The burners and gear are of the Heles & Rusden type. The pumping appliances are quite distinct from the ordinary bilge arrangement. Two new duplex donkey pumps 3 3/4" x 4" have been fitted for dealing with the oil. Shields and bells have been fitted, so that leakage is prevented from coming into contact with the boilers or of getting into the ordinary bilges. A new 30 ton evaporator has also been fitted.

The main boilers were tried under the oil installation and found to work well.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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For re-lubricating after grinding
New shaft renewed on account of
Corrosion
Packing secured & kept repairs
affected to donkey boiler.

Steel S.S. "Clam."

The burners and gear in the furnace mouths, have been removed, and ordinary bars fitted, as the vessel will steam with coal on the outward passage. Four plans are enclosed.

W. Smith.



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MON. 9 NOV 1899



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