

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

(Received at London Office

FRI, 24 MAR 1899

Date of writing Report 22<sup>nd</sup> of March 1899 When handed in at Local Office

is Port of

No. in Survey held at *Glasgow*

Date, First Survey 17. 3. 99 Last Survey 18. 3. 1899

1155 on the Machinery of the Wood, Iron or Steel s/s "Shathleburn"

Master *J. Moore*

Gross 24 1/2  
Net 19 3/4  
Registered Horse Power 232  
No. of Main Boilers 2  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 100  
in Donkey Boilers 7 1/2

Vessel built at *Port Glasgow* By whom *Blackwood & Co. Ltd.* When 1875 Boilers, when made (Main 1889 (Donkey) 1884

Engines made at *Glasgow* Owners *Thurston & Sons* Port *Glasgow* Voyage *New York*

If Surveyed Afloat or in Dry Dock *Afloat*

(State name of Dock.)

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.	Year Actual how long	Machinery and Boiler Surveys (including date of N.B., if any).
100 H 1	3. 8. 97		L M C
ss Gls No 2	10. 8. 97		10. 98
ss Yka No 1 - 94	10. 8. 97		10. 89

Last Survey No. Port *London*

Particulars of Examination and Repairs (if any)

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. *14. 8. 99*

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

Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

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

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

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

*Examination of Shafting*

The Flaw in the 5th length of tunnel shafting was carefully examined and recommended to be again examined next June - 6 marks & B were stamped into flange ends in order to be able next survey to ascertain if flaw has enlarged itself.

*Mr Morini has visited me in this Survey -*

*See Summary last*

General Observations, Opinion, and Recommendation :-

(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, 97, B.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

*I am of opinion that the flaw should be examined at end of next June 1899*

Office or Registration Fee (per Sec. 37)

£

Survey Fee per Section 38

£

Special Damage Fee (per Section 38)

£

Travelling Expenses (if chargeable)

£

State if Certificate is required

Committee's Minute

Assigned *As now subject*

Fees applied for

21. 3. 99

79

Received by me

21. 3. 99

For

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

*Marini Marino* Engineer

TUES. 28 MAR 1899



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Lloyd's Register Foundation

Certificate to be sent to



Flaw in 5<sup>th</sup> length of tunnel shape.  
examined. flaw marked.

N.B.—If this Report is copied by Copying Press, special 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.

It is submitted that  
this vessel is eligible to  
remain as CLASSED. *anyway*  
to tunnel shape being  
examined and found 99

*A.C.H.*

*24.3.99*

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

LR-FAR-5A10-103



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