

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

No. 10414.

(Received at London Office)

15 MAY 1903

Date of writing Report May 11th 1903 When handed in at Local Office 11th May 1903 Port of Leith
No. in Reg. Book 1343 Survey held at Leith Date, First Survey April 30th Last Survey May 8th 1903
on the Machinery of the Wood, Iron or Steel L.S. Tetterton Master Payton
Tonnage Gross 876 Vessel built at Glasgow By whom Barclay Currie & Co When 1864 MONTH 11
Net 528 Engines made at Leith By whom Hawthorn & Co When TPD 1889
Registered Horse Power 98 Boilers, when made (Main) +NB 1889 (Donkey) 1889
No. of Main Boilers 1 Owners Leith Harbour & Dock Co. Ltd. Port Leith Voyage ←
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Com 87
Steam Pressure in Main Boilers 150 lbs (State name of Dock.)
in Donkey Boilers 50 lbs

Last Survey No. Port

Particulars of Examination and Repairs (if any) Boilers & Docking

(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 dates and initials of any letters respecting this case.)

In 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? 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

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

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

Did the Surveyor examine the drain plugs of the Main Boilers? None

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

Has the propeller shaft been drawn and examined at this time? Yes

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

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

The propeller & fastenings of sea-cocks & valves examined. The propeller shaft drawn & examined. The Main & donkey boilers examined inside & outside & their safety valves examined & adjusted under steam.

General Observations, Opinion, and Recommendation: The Machinery of

(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. 9,00, B.&N.S. 9,00 or L.M.C. 9,00, 140 lb., F.D., &c.)

This vessel as far as seen is now in good order & safe working condition & eligible in my opinion to remain as classed & to have the notation of B.S. 5.53

Office or Registration Fee (per Sec. 87) £ 1 7 11 Fees applied for 12th May 1903
Survey Fee (per Section 88) £ 1 7 11 Received by me Thos. L. Thornton
Special Damage or Repair Fee (if any) (per Section 89) £ 1 7 11
Travelling Expenses (if chargeable) £ 1 7 11
State if Certificate is required
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 15 MAY 1903

Assigned 885.03

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

© Certificate to be sent to

Serial sheet examined

It is submitted that
this vessel is eligible for
THE RECORD 1356-03

pph
1/10/03

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