

11469

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

No. *11469* Date of Writing Report *13th Sept. 1892* Port of *Glasgow*
No. in Reg. Book *700* Survey held at *Glasgow* Date, first Survey *✓* Last Survey *6th Sept. 1892*
on the Machinery of the *D. B. plan Stuart* Master *O. Leslie* No. of Visits *1*
Tonnage Gross *2074* Net *1355* Vessel built at *Dumbarton* By whom *A. McWilliam son* When *1879.2*
Registered Horse Power *280* Engines made at *Glasgow* When *89* Boilers, when made (Main) *89* (Donkey) *89*
No. of Main Boilers *1* Owners *Bayze, Irvine & Co* Port *Glasgow* Voyage *Cape*
Steam Pressure in Main Boilers *160 lbs* If Surveyed *Afloat or in Dry Dock* *Meadowside* Class of Vessel & Machinery *+100 A1*
in Donkey Boiler *—* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *5.5.7.3.2.1*
Last Survey No. *—* Port *—*

Particulars of Examination and Repairs (if any) *Docking* *+K.B. 10.89 L.M. 6.10.89.*
(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 should be separated from

Repairs due to other causes. 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?

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?

At 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?

This vessel has been put in drydock at which time all the sea connections were examined externally and along with the propeller & fastenings found in good order. —

General Observations, Opinion, and Recommendation:— *As far as seen the*

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, S.S. 1, 91, B.M.S. 1, 91, or X.L.M.C. 1, 91, as the case may be.)

machinery of this vessel appears to be in good order and is in my opinion eligible to remain as classed without any fresh record of survey. —

Office or Registration Fee (per Sec. 27)	£	:	Fees applied for
Survey Fee (per Section 28)	£	:	18
Special Damage Fee (per Section 28)	£	:	
Travelling Expenses (if chargeable)	£	:	Received by me,
			18

*State if Certificate is required

Committee's Minute *TUES. 20 SEP 1892*

Assigned *As now*

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

Glasgow



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Foundation
GLS166-0075

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at which time all the connections were examined & ultimately our camp with the property & belongings found in good order.

Handwritten signature

1. 2001
S.P. 12
1. P. 0. 0. 0. 2. 2

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16/6/92
J.D.M.