

11469

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

(Received at London Office. 18 SEP 92)

No. 11469 Date of Writing Report 15th 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. Stan Stuart Master O. Leslie No. of Visits 1
 Tonnage { Gross 2094. Vessel built at Dumbarton By whom A. McMillan & Co When 1879.2
 Net 1355. Engines made at Glasgow When 89 Boilers, when made (Main) 89 (Donkey) 89
 Registered Horse Power 280. Owners Hayes, Irvine & Co Port Glasgow Voyage Cape
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Meadowside Class of Vessel & Machinery T100A1
 Steam Pressure in Main Boilers 160lb (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 4.9.92
 in Donkey Boiler: _____

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Docking + N.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 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.*
 (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. 191, B.C.M.S. 191, or M.C. 191, as the case may be.)

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

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

*State if Certificate is required _____
 Committee's Minute TUES. 20 SEP 1892
 Assigned As now



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.
 *Certificate to be sent to...
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 1891. B. P. H. - Form

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

