

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

(Received at London Office)

MON 21 DEC 1896

Date of writing Report 17 Dec 96 When handed in at Local Office

Port of Glasgow

No. in Reg. Book. Survey held at Glasgow

Date, First Survey 14 Dec 96 Last Survey 18 Dec 96

on the Machinery of the Wood Iron or Steel

S. Blair, Stuart Master Smith

Tonnage Gross 2144 Net 1355

Vessel built at Duffarton

By whom McMillan & Son

When 1879-2

Registered Horse Power 214

Engines made at Glasgow

When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

No. of Main Boilers one

Owners James Thorne & Co

Port Glasgow

Voyage S. Africa

No. of Donkey Boilers one

Surveyed in Dry Dock

Govan

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.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1		L.M.C. 895
7-96		B.S. 7-96
65-96 7-2-91		+N.B. 1089
7-1-96		

Last Survey No. Port

Particulars of Examination and Repairs (if any) Rocking

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

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?

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

If the Survey is not complete state what arrangements have been made for its completion?

When this vessel was in dry dock, the sea-connections and propeller were examined externally, and found in good order: the propeller shaft was found to be down in the stern bush 5/16".

General Observations, Opinion, and Recommendation:— This vessel's machinery, as far as seen, in my opinion, is in safe working condition, and eligible to remain as closed, without 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)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

*State if Certificate is required

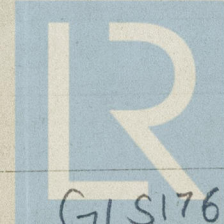
Committee's Minute

TUES 22 DEC 1896

Assigned

As now

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



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GLS176-0251