

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

(Received at London Office SAT. DEC 21 1895)

Date of writing Report 20<sup>th</sup> Dec<sup>r</sup> 95 When handed in at Local Office 18 Port of London

No. in Reg. Book. 80 Survey held at London Date, First Survey S. S. Banffshire Last Survey 17<sup>th</sup> Dec 1895

on the Machinery of the Wood, Iron or Steel Master B. Coull

Tonnage { Gross 3526 Net 3603 Vessel built at Newcastle By whom R. W. Hawthorn, Leslie & Co. When 1894 Boilers, when made (Main) 1894 (Donkey) 1894

Registered Horse Power 380 Engines made at Do. Owners Turnbull, Martin & Co. Port Glasgow Voyage Australia

No. of Main Boilers two No. of Donkey Boilers one Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Thames dry dk. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 160

Last Survey No. Port Particulars of Examination and Repairs (if any) Condition

(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? No

Do. " Donkey " " " No.

If this was not done, state for what reasons? Not due for survey.

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? No

At what pressure were they afterwards adjusted under steam? not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? Not adjusted

Has the propeller shaft been drawn and examined at this time? No.

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

Propeller and sea-connection fastenings examined. The tips of the four propeller blades were found to be broken, varying from 8 1/2" to 13", and the four blades were now renewed.

General Observations, Obinion, and Recommendation:— This vessels machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed without further record of survey.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 27/12/ 95

Survey Fee (per Section 28) £ : : Received by me, R. Elliott.

Special Damage Fee (per Section 28) 2. 2/- less 15% £ 1 : 18 : 14/11/ 96

Travelling Expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute TUES. DEC 24 1895

Assigned As now



The propeller blades which were broken have  
now been renewed.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

EmS.  
21-12-95

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

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation