

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

(Received at London Office)

Date of writing Report 21st May 1897 When handed in at Local Office 21st May 1897 Port of London

No. in Reg. Book 376 Survey held at London Date, First Survey 3rd May Last Survey 19th May 1897

on the Machinery of the Wood, Iron or Steel S. S. Golfer Master Randa

Tonnage { Gross 377 Net 189 Vessel built at Aberdeen By whom J. Pullin, Son & Co When 1891 Year. Month.

Registered Horse Power 60 Engines made at " When 91 Boilers, when made (Main) 91 (Donkey) 91

No. of Main Boilers 1 Owners A. Thomson Port London Voyage W. India

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat in Canal Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 160 lb (State name of Dock.) Sp. Dock.

in Donkey Boilers 50

Last Survey No. " Port "

Particulars of Examination and Repairs (if any) Damage to H.P. + 100 A.L. 11. '96. F.L.M.C. 645

(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 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? no

Before the end of the year. When due

Now done on account of Damage by Vessel going ashore near Wells

on the 4th Jan'y 1897. Vessel placed in dry dock and the

Propeller Stern-bush and Sea connections and their

fastenings and the Circulating Pump examined.

As ordinary survey and part-survey for L.M.C. Now done:—

H.P. and I.P. cylinders and Pistons and Pumps examined

H.P. cylinder has now been re-bored and a new hole fitted.

To complete this survey the following work remains to be done:—

Two I.P. cylinders, Piston, all Slide Valves, crank, Thrusts,

and, Sail Shafts, Condenser, Boilers, Safety Valves require

to be examined and the latter adjusted under steam.

owners advised by letter as above.

General Observations, Opinion, and Recommendation:—

(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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 13,95, F.D., &c.)

The Machinery of this vessel is in good condition and

in my opinion, eligible to remain as classed without

fresh record.

Fee or Registration Fee (per Sec. 27) £ : : Fees applied for 24/5 18 97

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

Special Damage Fee (per Section 28) £ 2 2 LESS 10% 4

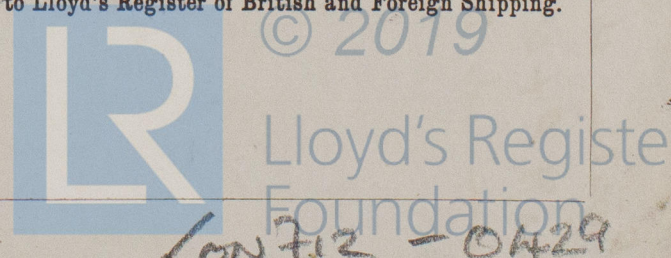
Travelling Expenses (if chargeable) £ 1 18 0

State if Certificate is required as now

Committee's Minute as now

Assigned as now

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



Propeller, stern bush & sea connections examined

1873. 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.

also H. P. & L. P. cylinders pistons & Pumps.
examined, H. P. cylinder worn & new
piston fitted.

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

HL
24/5/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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