

No. 13453

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

(Received at London Office)

Date of writing Report	When handed in at Local Office	Port of
No. in Reg. Book. Survey held at Glasgow		Glasgow
343 on the Machinery of the Wood, Iron or Steel		Date, First Survey 5 th June Last Survey 16 th June 1895
Tonnage Gross 366		Master J. M. Neill
Net 176		YEAR. MONTH.
Registered Horse Power 60	Vessel built at London By whom R. Thomson When 1890 11	
No. of Main Boilers 5/3	Engines made at Dundee When 1890 Boilers, when made (Main) 1890 (Donkey) 1890	
No. of Donkey Boilers one	Owners A. F. Blackater Port London Voyage	
Steam Pressure in Main Boilers 160	If Surveyed Afloat or in Dry Dock Bowling Slip	Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers 80	(State name of Dock.)	

Last Survey No. Port

Particulars of Examination and Repairs (if any) S.S. Not

(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? Yes and found it in a good condition
not opened out.

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?

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

Examined the Seacocks & connections & found them good.
The tailstaff was drawn in and examined by me and found to be in a good condition. The thrust staff was also found to be in a good condition.

The main steam pipe had worn away at a point where it passes through the bulkhead & has been efficiently repaired.

For want of time the rest of the machinery has not been surveyed. To complete the survey the following parts will have to be examined Crankshaft, pumps, cylinders and slides the donkey boiler & its safety valves and all the safety valves will have to be adjusted.

The owners have not been able to state when this will be done, but they intend to resubmit the vessel for survey at the earliest opportunity.

General Observations, Opinion, and Recommendation: As far as seen the machinery of this vessel is in a safe working condition and will in my opinion be eligible for the record + L.M.C. 6.95, when the donkey boiler has been surveyed and all the safety valves adjusted and when the crankshaft, pumps cylinders and slides have been examined.

Office or Registration Fee (per Sec. 27) £ 3 10/-
Survey Fee (per Section 28) £ 3 10/-
Special Damage Fee (per Section 28) £ 1/-
Travelling Expenses (if chargeable) £

Fees applied for
13/6/1895 (H.H.)
Received by me,
13/6/1895

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

FRI. FEB 7 1896
FRI. FEB 28 1896

Committee's Minute TUES 18 JUN 1895

FRI. 6 DEC 1895

Assigned Deferred

State if a Report is also now sent on the Ship, if so, when, and whether, and when, one will be sent.

Certificate to be sent to

 The Surveyors are required not to write on or below the space for Committee's Minute.
No. 9-7 Under Ink—5,000, 22/2/94.

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