

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

(Received at London Office. MON. 24 APR 1893)

Date of writing Report April 21 1893 When handed in at Local Office April 22 1893 Port of Aberdeen
No. in Reg. Book. Survey held at Aberdeen Date, First Survey April 17 Last Survey April 21 1893
7 Sup. on the Machinery of the Wood, Iron & Steel S.S. "Plover" Master Miller
Tonnage { Gross 168 Vessel built at Bowling By whom Scott & Co When 1892 8
Net 62 Engines made at Glasgow When 1892 Boilers, when made (Main) 1892 (Donkey) None
Registered Horse Power 30 Owners J Milne & Sons Port Glasgow Voyage Coasting
No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Duthie's Slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 120
in Donkey Boiler -

Last Survey No. Port

Particulars of Examination and Repairs (if any)

(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.)

CHARACTER. * for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>* 100 A. 8.92</u>		<u>* L M C 9.92</u>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No
Do. " Donkey " " " "
If this was not done, state for what reasons? Not done
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? -
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? -

Special Damage Survey

This vessel having struck the bank in the Caledonian Canal on the tenth instant while on a voyage from Troon to Montrose. She has been placed on the above Slipway, and one propeller blade found broken. The tail shaft has been drawn in for examination; and the crank shaft also stripped and examined; but no damage appears to have been sustained. A new propeller has been fitted.

General Observations, Opinion, and Recommendation:—

(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, B.S. 0,02, B.&M.S. 0,02 or L.M.C. 0,02, as the case may be.)

The Engines and Boiler of this vessel, so far as seen are in good working condition and eligible in my opinion to remain as classed without fresh record of survey

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	<u>Apr 21 1893</u>
Special Damage Fee (per Section 28).....	£	1	1	<u>4. 2. 4</u>
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				<u>25.4.1893</u>

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

* State if Certificate is required
Committee's Minute TUES. 25 APR 1893
Assigned As now



State if Report is also now sent on the Ship or if not whether, and when, one will be sent.

* Certificate is sent to

16-LRP-Form No. 1, 1/1/92.

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

14544 abn

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.

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

On acct of damage, a new
propeller was fitted

W.A.

24-4-93

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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