

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

(Received at London Office) WED 3 JUL 1895

Date of writing Report 5th June 1895 When handed in at Local Office 6th June 1895 Port of Belfast

No. in Survey held at Belfast Date, First Survey 22nd April Last Survey June 6th 1895 (No. of Visits 3)

£50 on the Machinery of the Wood, Iron or Steel Sec. Sta. Glenarm Master

Tonnage Gross 524 Net 257 Vessel built at Belfast By whom M. Curran & Co. Ltd. When 1890-4

Registered Horse Power 98 Engines made at " When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers 02 Owners Aubin Iron Ore Co. Ltd. Port Belfast Voyage Coastwise

Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Alexandra Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Last Survey No. Port

Particulars of Examination and Repairs (if any)

(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.)

CHARACTER. For Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned (including date of N.R., if any).	Machinery and Boiler Survey (including date of N.R., if any).
+ 100 A. 1. 9. 94		+ 100 A. 1. 9. 94
J. S. Bell No 1-94		

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?

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

In dry dock the propellers & fastenings of the sea connections were found in good condition

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. 191, B.&M.S. 191 or L.M.C. 191, 140 lb., F.D., &c.)

The machinery as far as now seen is in good condition & in my opinion eligible to remain as classed.

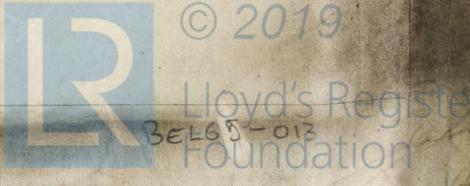
	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)	£	:	:	18
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	18

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

State if Certificate is required
Committee's Minute
Assigned

FRI 5 JUL 1895

as now



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.

any vessel is eligible
remain AS CLASSIFIED

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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.