

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

(Received at London Office. MON 16 AUG 1897)

Date of writing Report 12th Aug 1897 When handed in at Local Office 12th Aug 1897 Port of Belfast

No. in Reg. Book. Survey held at Belfast Date, First Survey 26th Mar. Last Survey 25th May 1894 (No. of Visits 3)

709 on the Machinery of the Wood, Iron or Steel Screw Steamer "Gyria" Master

Tonnage Gross 2936 Net 1883 Vessel built at Belfast By whom Workman Clark & Co Ltd When 1894

Registered Horse Power 347 Engines made at Glasgow When 1894 Boilers, when made (Main) 1894 (Donkey) 1894

No. of Main Boilers 2 Owners Cunard Steam. Shp. Co Port Liverpool Voyage

No. of Donkey Boilers Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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).
100A1 Spardk (Class contemplated)		

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.)

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?

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

The stern tube & bush, propeller shaft & propeller, & the sea connections were satisfactorily fitted in Belfast before the vessel left for Glasgow to have her engines & boilers fitted on board.

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, 140 lb., F.D., &c.)

The machinery of this vessel is being made & fitted by Messrs Barclay Curle & Co of Glasgow. The above named parts were satisfactorily fitted by them before the vessel left Belfast

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	
				Received by me,

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

*State if Certificate is required

Committee's Minute Assigned [Signature] FR! 20 AUG 1897



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