

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

No. 5004

Reg. Book. Survey held at

Port of Dundee

(Received at London Office,

MONDAY 3

Date of Writing Report

September 27<sup>th</sup> 1887

Date, first Survey

May 12<sup>th</sup>

Last Survey

September 27<sup>th</sup> 1887

145 on the Machinery of the

Iron S.S. Waverley

(No. of Visits)

Tons, Net 2022

Gross 3096

If Surveyed Afloat or in Dry Dock

Both

Vessel built at

Dundee

in 1881

Engines made in 1881

No. of Main Boilers Two

Made in 1887

2 Donkey Boilers made in 1887

Working Pressure, Main Boilers

100 lbs.

Working Pressure, Donkey Boiler

70 lbs.

Owners

Williamson Milligan & Co.

Port

Liverpool

Last Survey No. 1 - 85

Port Liverpool

Class of Vessel and Machinery

100 A1

Particulars of Repairs and Examination

S.S. N<sup>o</sup> 3 + Damage

+ L.M.C.

3.87

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

Damage on account of grounding:

Both lengths of crankshaft renewed and properly bedded down in the bearings; pumps and tunnel shafting opened out and examined.

S.S. N<sup>o</sup> 3: Vessel placed on blocks in drydock, sea connections taken out examined and replaced. Tail shaft drawn in examined and found in good condition. A new propeller fitted. Condenser opened and found good. Holding down bolts of bed plate screwed up. Three engines are altered to triple expansion engines by fitting new boilers and two new high pressure cylinders on top of the existing cylinders, particulars which are given in the first Particular Report annexed.

## 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.)

The engines and boilers are now in good condition and safe working order and the requirements of the Rules for S.S. N<sup>o</sup> 3 have been complied with. This vessel is in my opinion fit to have the Notification + L.M.C. 9.87 N.B. 9.87 recorded.

Registration Fee (per Sec. 27)	£ 3 : 0	Fees applied for Sept 27 1887
Fee (per Section 28)	£ 2 : 2	
Damage Fee (per Section 28)	£ 2 : 2	
Rate (if required) as per margin	£ : 5	
Expenses (if chargeable)	£ : :	Received by me, Sept 30 1887

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

Committee's Minute

TUESDAY 4 OCT 1887

Signed

+ L.M.C. 9.87  
+ N.B. 9.87



Lloyd's Register Foundation

DDM111-0245

N.B.—If this Report is copied by Copying Presses, 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.

Submitted that this vessel  
is desirable to have the  
notification + LMC 9.87  
and + N.B. 87. Her name  
should be removed from  
the *Lamidia* list.

3.10.87



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