

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

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Port of *Glasgow*

(Received at London Office, MONDAY 2 MAY 1887)

Survey held at *Glasgow*

Date, first Survey *20th April* Last Survey *28th Apr 1887*

on the Machinery of the *S. S. Edendale*

(Number of Visits *2*)

Tonnage, Gross *532*

Built at *Blyth*

When built *1885.5*

Ditto, Net *337*

Owners *J & W. H. C. Smith*

Port belonging to *Newcastle*

Diameter of Cylinders *22 & 42*

Engines made by *M. Pratt*

When made *1885*

Length of Stroke *27"*

Boilers made by

When made *1885*

Pressure of Steam *85 lbs.*

Surveyed ~~Afloat~~ or in Dry Dock (*Kelvinhaugh Ship*)

Classed *100 A 1*

Registered Horse Power *80*

Character in Register Book *3.86.*

Last Survey No.

Port

+L.M.C. 6.85.

Particulars of Repairs and Examination

(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.)

This vessel placed on slip-way. Examined propeller sea cocks and fastenings externally all in good order. Was informed by the Engineer that everything had been overhauled a few weeks ago at Cardiff.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing notification of the vessel's machinery in the Register Book, consequent upon this survey.)

As far as can be seen the above mentioned vessel's machinery appears in good order and is in my opinion eligible to remain as classed.

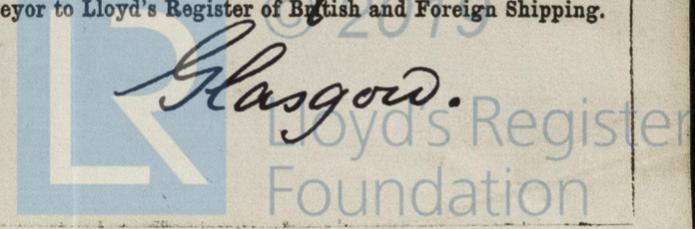
Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 25) £ : :
 Special on Damage, Fee (per Section 28) £ : :
 *Certificate (if required) to be sent as per margin.. £ : :
 Travelling Expenses (if chargeable) £ : :
 received by me, 188

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

Committee's Minute

TUESDAY 3 MAY 1887

Assigned



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

7940 gls

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.

This submitted that this vessel is
eligible to remain as classed

W.F.
2/5/87



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