

8189

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

No. 8189 Date of Writing Report October 26th 1887 Port of Glasgow
 No. in Survey held at Glasgow Date, first Survey Oct 21st Last Survey Oct 1887
 Reg. Book. 639 on the Machinery of the "S.S. Lord O'Neill" (No. of Visit: One)
 Tons, Net 1816 Gross 2753
 If Surveyed Afloat or in Dry Dock Underway Dock Vessel built at Belfast in 1884 Engines made in 1884
 No. of Main Boilers Three Made in 1884 Donkey Boiler made in 1884 Working Pressure, Main Boilers 40 lbs.;
 Working Pressure, Donkey Boiler ✓ lbs.; Owners Irish Shipowners Co. Ltd Port Belfast
 Last Survey No. _____ Port _____ Class of Vessel and Machinery 100A.1.9-87+L.M.C. 7-84
 (As in Register Book.)

Particulars of Repairs and Examination Docking of vessel.

(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? No.

If this was not done, state for what reasons? No preparation.

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? ✓

When this vessel was in the Dry Dock examined the sea connections, propeller &c. -
No preparation for survey of machinery. Everything was in good condition as far as could be seen externally.

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 above mentioned parts were in good & safe working condition and I am of opinion the machinery is eligible to remain as classed in the Register Book.

Office or Registration Fee (per Sec. 27).....	£ <u>✓</u> <u>✓</u> <u>✓</u>	Fees applied for	
Survey Fee (per Section 28).....	£ <u>✓</u> <u>✓</u> <u>✓</u>		188
Special Damage, Fee (per Section 28).....	£ <u>✓</u> <u>✓</u> <u>✓</u>		
*Certificate (if required) as per margin.....	£ <u>✓</u> <u>✓</u> <u>✓</u>		received by me,
Travelling Expenses (if chargeable).....	£ <u>✓</u> <u>✓</u> <u>✓</u>		188

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

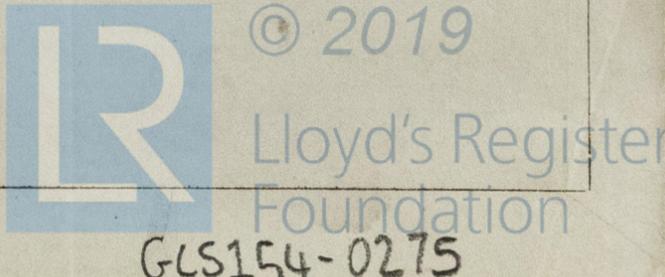
TUESDAY 1 NOV 1887

Committee's Minute

Assigned

T. & S. Form No. 1. The Surveyors are requested not to write on or below the space for signatures & minutes.

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



8189.99. 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.

D.P.
29/10/57



Lloyd's Register
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN, NOR ON THE UPPER PART OF THIS SIDE OF THE FORM.