

8193

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

No. 8193 Date of Writing Report 29th Oct 1887 Port of Glasgow (Received at London Office, TUESDAY 1 NOV 1887)
No. in Survey held at Glasgow & Bowling Date, first Survey 24th Oct Last Survey 26th Oct 1887
Reg. Book. 177 on the Machinery of the S. S. "Jasper" Tons, Net 118 Gross 287
If Surveyed Afloat in Dry Dock Bowling Slip Vessel built at Glasgow in 1880 Engines made in 1880
(State name of Dock.)
No. of Main Boilers One Made in 1880 Donkey Boiler made in 1880 Working Pressure, Main Boilers 70 lbs.;
Working Pressure, Donkey Boiler 50 lbs.; Owners William Robertson Port Glasgow
Last Survey No. 100A14.87. Class of Vessel and Machinery 100A14.87.
(As in Register Book.)

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.
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? ✓

Short Period Survey.

This vessel has been placed on slip way at which time the propeller shaft, on account of which the vessel's name appears in the Short Period List, has been removed and a new spare shaft fitted and properly secured. A new propeller was also fitted at this time. The sea connections were not opened up as they had been overhauled a short time ago and now appear in good working order.

General Observations, Opinion, and Recommendation:— The above mentioned vessel's machinery appears to be in good order and is in my opinion eligible to remain as classed. I would also respectfully recommend that the vessel's name be removed from Short Period List.
(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.)

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

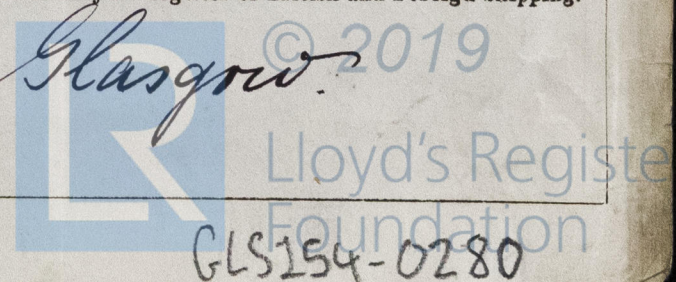
John Sanderford
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 4 NOV 1887

Assigned

T. & S. Form No. 2—Transfer Ink—300, 1877.

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



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.

8193. 80.

It is submitted that this vessel
is eligible to remain as classed
thave her name removed
from the limited list

DDP

11/10/57



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