

8342

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

No. 8342 Date of Writing Report Feb 8th 1888 Port of Glasgow (Received at London Office, FRIDAY 10 FEB 1888)
No. in Reg. Book. Survey held at Groon & Glasgow Date, first Survey Jan 28th Last Survey Feb 4th 1888

1223 on the Machinery of the S. J. Corra Lim Master Clements Tons 529 Net 833 Gross

If Surveyed Afloat or in Dry Dock Both Vessel built at Belfast in 1884 Engines made in 1884
(State name of Dock.) Groon

N.H.P. 96 No. of Main Boilers one Made in 1884 Donkey Boiler made in 1884 Working Pressure, Main Boilers 80 lbs.;
Working Pressure, Donkey Boiler 60 lbs.; Owners J & A Hyllic Port Glasgow

Last Survey No. _____ Port _____ Class of Vessel and Machinery 100 A. 1 / 1884
(As in Register Book.)

Particulars of Repairs and Examination Annual and 1/2 Survey + L.M.C 5/84
(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? Yes
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? _____

Engine opened up and all the bottom parts, Cylinders, Slide valves, pumps, and Shafting examined. High pressure Cylinder face refitted, weld defect in Crank Shaft after bearing pared off, this appears to have been in the Shaft originally and is not of such a nature as to affect the strength or efficiency of the Shaft. Propeller & Nut tightened up on Shaft and all sea connections overhauled and examined.

Main & Donkey Boilers examined throughout also Safety valves and other connections and tried under steam, the main boilers to 80 lbs, and the Donkey boiler to 40 lbs per sq inch.

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.)
These Engines and boilers are now in good working condition and eligible in my opinion to be noted in the Register + L.M.C 2/88

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 23).....	£	3	3	8/2 1888
Special Damage, Fee (per Section 28).....	£	:	:	} <u>JAC</u>
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	8	
			8	Received by me, <u>at 15/3/1888</u>

James Morrison
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Clyde District

Committee's Minute TUESDAY 14 FEB 1888 FRIDAY 16 MARCH 1888

Assigned + L.M.C 2/88

T. & S. Form No. 9—Transfer Ink—2000, 2/1887
The Surveyors are requested not to write on or below the space for Committee's Minute.

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.

8342 gls

is submitted that this vessel is eligible to have the notification + sub 2.58 recorded

10/2/88

TO WRITE CROSS THIS PART OF THE FORM

