

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 *Glasgow* Date, first Survey *Jan 28th* Last Survey *Feb 4th* 1888
1223 on the Machinery of the *S. S. 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.) *Glasgow*
 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 Hyllie* Port *Glasgow*
 Last Survey No. Port Class of Vessel and Machinery *100 A. 1 1/184*
 (As in Register Book).

Particulars of Repairs and Examination *Annual and 1st 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 working 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).....	£	:	:		
*Certificate (if required) as per margin.....	£	:	:	at 40	
Travelling Expenses (if chargeable).....	£	:	8	15/3	1888

Received by me, *James Morrison*
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUESDAY 14 FEB 1888* *FRIDAY 16 MARCH 1888*
 Assigned *+ L.M.C 2/88*
 Clyde District
 Lloyd's Register Foundation

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8342 gls

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

10/2/88



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