

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

For the Ship's N<sup>o</sup> **8366** Date of Writing Report **Feb 22<sup>nd</sup>** 1888 Port of **Glasgow** (Received at London Office, THUR. 22 FEB 1888)  
 Report<sup>n</sup> **16** Survey held at **Glasgow** Date, first Survey **16<sup>th</sup> Feb** Last Survey **21<sup>st</sup> Feb** 1888  
 Sent **16** on the Machinery of the **S S Annie Sinslie** (No. of Visits **2**) Master **J. Prigal** Tons **847** Net **1326** Gross  
 If Surveyed Afloat or in Dry Dock **Afloat** Vessel built at **Stockton** in 1870 Engines made in 1870  
 N.H.P. **98** No. of Main Boilers **2** Made in 1881 Donkey Boiler made in 1881 Working Pressure, Main Boilers **75** lbs.;  
 Working Pressure, Donkey Boiler **40** lbs.; Owners **Nelson Donkin & Co** Port **London**  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery **80 A.I. 2-87**  
 (As in Register Book.) **L.M.C. 3-85.**

## Particulars of Repairs and Examination *Special survey of Boilers.*

(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? **✓**

The main & donkey boilers of this vessel opened out for survey and examined over all parts also the safety valves of each. The main boiler is stated to be entirely of steel and the other one entirely of iron. The internal condition of each was good. The longitudinal steam space stays and the shell plates at the water line of the steel boiler are slightly affected by corrosion. The iron boiler shows less corrosion at the water line of shell and the steam space stays are the same as when new. Externally there was no difference - all the seams were tight and the condition very good.

The Donkey boiler was good excepting the vertical stays were much corroded they have been removed & replaced by new ones.

Steam raised in boilers safety valves adjusted - only 65 lbs is carried on the main boilers -

## 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 Boilers are in good & safe working condition and in my opinion eligible to be classed **B.S. 2-88.** in the Register Book.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	2	22/2 1888
Special Damage, Fee (per Section 28)	£	:	:	
Certificate (if required) as per margin	£	-	2	6
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute **FRIDAY 24 FEB 1888** **TUES 11 SEPT 1888**

Assigned **Deferred & SS No. 3** **du to owners 1/3/88**



N.B. - If this Report is copied by Copying Press, special 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.

8366 Geo

It is submitted that this vessel  
is eligible to have the  
notification B.S. 2.88 recorded

DP  
23/1/88

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



© 2019

Lloyd's Register  
Foundation