

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

8460

No. 8460 Date of Writing Report 1888 Port of Glasgow  
 No. in Reg. Book. Survey held at Glasgow & Ardrossan Date, first Survey 12<sup>th</sup> Jan<sup>y</sup> Last Survey 10<sup>th</sup> April 1888

1042 on the Machinery of the S.S. "Strathadder" Master J. Hay & Sons Tons 148 Net  
338 Gross

If Surveyed Afloat in Dry Dock Ardrossan. Vessel built at Paisley in 1883 Engines made in 1883.  
 H.P. 60. No. of Main Boilers 1 Made in 1883 Donkey Boiler made in 1883 Working Pressure, Main Boilers 80 lbs.;

Working Pressure, Donkey Boiler lbs.; Owners J. Hay & Sons Port Glasgow.  
 Last Survey No. 100A1.11.86 Class of Vessel and Machinery 100A1.11.86.  
 (As in Register Book).

Particulars of Repairs and Examination S.S. No 1. T.L.M.C. 12.85  
 (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? ✓

Line placed on slipway at which time all the sea connections were overhauled and examined. It was not found convenient to draw the propeller shaft at this time. The owners purpose doing this at next docking as the shaft is worn down in the lignum vite bush about  $\frac{1}{16}$  in.

All parts of engines opened up and on examination found in fair order.

Main boiler examined throughout. A patch fitted in each furnace covering wasted part of landing between furnace and sides of Combustion Chambers. Some rivets renewed in the circumferential seams. Landings caulked where found leaky.

Donkey boiler examined and with its mountings found in fair order. Safety valves overhauled & examined.

General Observations, Opinion, and Recommendation:— The above mentioned vessel's machinery is now in my opinion in good working order and eligible to remain as classed in the Register Book with the date: 4.88

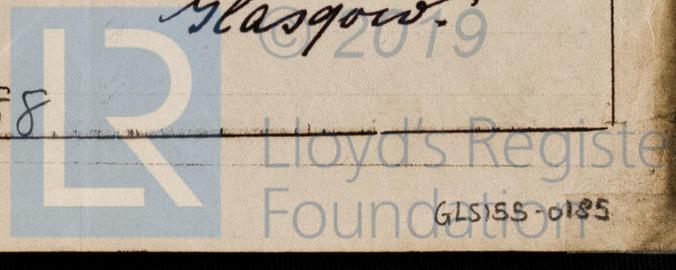
Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	12/4 1888 Received by me, 13/4 1888
Survey Fee (per Section 28).....	£ 4 : 4 "		
Special Damage Fee (per Section 28).....	£ : :		
*Certificate (if required) as per margin.....	£ : :		
Travelling Expenses (if chargeable).....	£ : 12/ -		

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

Glasgow

Committee's Minute TUES 17<sup>th</sup> APRIL 1888 TUES 8<sup>th</sup> MAY 1888

Assigned + L.M.C. 4/88



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.

8460-96

It is submitted that this Report is eligible to have + L.M.C. 6. 88 recorded subject to the tail shaft being examined at next docking as proposed.

16.4.88



© 2019

Lloyd's Register Foundation

WED NOV 17 WRITE ACROSS THE