

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

No. *8460* Date of Writing Report *1888* Port of *Glasgow* (Received at London Office, *10 APR 88*)  
 No. in Reg. Book. Survey held at *Glasgow & Ardrossan* Date, first Survey *12<sup>th</sup> Jan 1888* Last Survey *10<sup>th</sup> April 1888*  
 (No. of Vessels *2*)

*042* 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. *100 A 1. 11. 86.* Class of Vessel and Machinery *100 A 1. 11. 86.* (As in Register Book).

Particulars of Repairs and Examination *S. S. No 1.* *+ 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? *✓*

*Unl 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 7/16.*

*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*

(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) *£ 4 : 4 : 0* Fees applied for *12/4 1888*  
 Survey Fee (per Section 28) *£ 4 : 4 : 0*  
 Special Damage, Fee (per Section 28) *£ 2 : 12 : 0*  
 \*Certificate (if required) as per margin *£ 2 : 12 : 0*  
 Travelling Expenses (if chargeable) *£ 2 : 12 : 0*  
 Received by me, *13/4 1888*

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

Committee's Minute

*TUES 17 APRIL 1888 TUES 8 MAY 1888*

Assigned

*+ L. M. C. 4/88*

*Glasgow*



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.

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

16.4.88

8460-960



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