

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

8646

No. 8646 Date of Writing Report 9th July 1888 Port of Glasgow
 Reg. Book. Survey held at Glasgow Date, first Survey 28th June Last Survey 7th July 1888
173 on the Machinery of the S.S. Renfrewshire Master Lamenson Tons 506 Net
818 Gross
 Surveyed Afloat in Dry Dock Govan Vessel built at Glasgow in 1870 Engines made in 1870
 N.H.P. 96 No. of Main Boilers 1 Made in 1882 Donkey Boiler made in 1882 Working Pressure, Main Boilers 70 lbs.
 Working Pressure, Donkey Boiler 45 lbs.; Owners Bart & Turner, R. McKillop & Co. Port Glasgow
 Last Survey No. _____ Port _____ Class of Vessel and Machinery A. 1. 11. 87.

Particulars of Repairs and Examination + N.B. 82. L.M.C. 3. 87.
 (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? ✓

When this vessel was in dry dock all the sea-cocks were overhauled and examined - The propeller shaft was drawn in and found in fair order considering its age - propeller refitted and properly secured -

All parts of engines opened up and examined a new piston fitted to the high pressure cylinder all working parts overhauled and adjusted -

The Main boiler examined throughout and found in good order, landings touched up where required. Safety valves overhauled and after examination screwed up to old marks -

All other mountings examined -

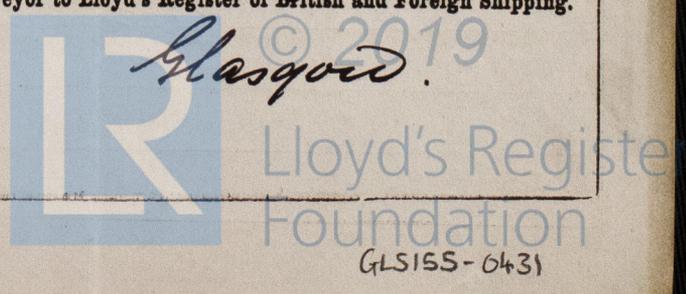
The donkey boiler including safety valves and other mountings examined and found in order -

General Observations, Opinion, and Recommendation: - The above mentioned vessel's machinery is now in my opinion, in a good and efficient working order, and eligible to remain as classed with the notation: 7. 88.

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2	9/4 1888
Special Damage, Fee (per Section 28)	£ : :	Received by me, 11/4 1888
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	

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

Committee's Minute TUES 17 JULY 1888
 Assigned L.M.C. 1/88



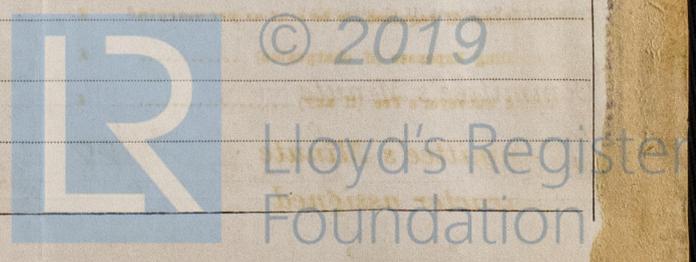
Insert Character of Ship and Machinery precisely as in the Register Book.

8646-967

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.

It is submitted that this
warrant is eligible to have
the notification done
7.88 recorded.

D.F.
16/7/88



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

REPORT OF SURVEY FOR REPAIRS