

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

No. *8434* Date of Writing Report *16th Aug 1888* Port of *Glasgow*
 No. in Survey held at *Ardrossan & Glasgow* Date, first Survey *18th July* Last Survey *15th Aug 1888*
 Reg. Book. *552* on the Machinery of the *S.S. Prince Alfred*. Master *W. J. Duff* Tons *27* Net *23* Gross *103*
 If Surveyed Afloat & in Dry Dock *Kelvinhaugh* Vessel built at *Glasgow* in 18*83* Engines made in 18*83*
 N.H.P. No. of Main Boilers *1* Made in 18*83* Donkey Boiler made in 18*83* Working Pressure, Main Boilers *80* lbs.;
 Working Pressure, Donkey Boiler *100* lbs.; Owners *Ardrossan S. B. Co.* Port *Montrose*
 Last Survey No. *700A1. 7. 88* Class of Vessel and Machinery *100A1. 7. 88*
 (As in Register Book.)

Particulars of Repairs and Examination

(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 at Ardrossan all parts of the engines were opened up and on examination found in good order.

At this time the Main boiler and all mountings were also examined and found in order.

The safety valves have been floated and the boiler examined under steam.

The vessel has been placed on slipway at which time the sea connections as well as the propeller and fastenings were examined and found in good order.

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.)

The above mentioned vessel's machinery is now in my opinion in a good and efficient working condition and eligible to be noted in the Society's Register: *T.L.M.C. 8. 88.*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 2 : 4	16/8 1888
Special Damage, Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ - 2 : 6	received by me,
Travelling Expenses (if chargeable).....	£ : 6/	24/8 1888

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

Committee's Minute *FRIDAY 24 AUGUST 1888*

Assigned *+ L.M.C. 8/88*

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.

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It is submitted that this
vessel is eligible to have the
notification + time 8.88
recorded.

PP

23/8/88



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