

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

No. 8779 Date of Writing Report Sept 13th 1888 Port of Glasgow (Received at London Office, 17 SEP 88)
 No. in Reg. Book. Survey held at Glasgow Date, first Survey 7th Sept Last Survey Sept 13th 1888
 222 on the Machinery of the "S.S. Agnes & Louisa" Muster Yaylor Tons 436 Net 703 Gross
 If Surveyed Afloat or in Dry Dock Inglis (Ship) Vessel built at Hartlepool in 1871 Engines made in 1871
 N.H.P. 90 No. of Main Boilers 2 Made in 1881 Donkey Boiler made in 1882 Working Pressure, Main Boilers 75 lbs.;
 Working Pressure, Donkey Boiler 60 lbs.; Owners Agnes & Louisa Steam Co. L^{td} (Walker & Donald & Co.) Port N. Hartlepool
 Last Survey No. Port Class of Vessel and Machinery 90A.111-87 L.M.C. 2-87
 (As in Register Book) S.S. Hpt. N^o 1-87.

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 opened out for survey and examined over all parts. safety valves overhauled.
 When the vessel was on the slipway the sea connections were all examined propeller removed - shaft drawn into tunnel and found in good condition. These parts have been satisfactorily replaced after fitting new wood in the outer bearing of stem tube. Two new coupling bolts and a new set of studs for holding down thrust block have been fitted.
 The Condenser was opened out, cleaned, about thirty five new tubes fitted and afterwards tested.
 No other parts of engines were submitted for survey.
 The Main boiler was found in fair condition - The ring seams at bottom have been leaking - some rivets have been removed and bolts put in.
 The Donkey boiler is in good order - there was some leakage at joint of feed valve chest causing corrosion - the part has been cut away and a riveted plate fitted to which the chest is jointed.
 The donkey feed pump was observed to have been damaged & repaired and the gauge on boiler requires to be overhauled though each were working fairly well when seen - The pressure discharge pipe was also observed to be damaged
 There were pointed out the Engineer on board but as they were not attended to a letter has

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 main & donkey boilers of this vessel are in safe working condition and I am of opinion they are eligible to be noted **B.S. 9-88** in the Register Book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	} <i>W.C.P.</i>
Survey Fee (per Section 28).....	£ 2 : 2	13/9/1888	
Special Damage Fee (per Section 28).....	£ : :		
*Certificate (if required) as per margin.....	£ : :	Received 20/9/1888	
Traveling Expenses (if chargeable).....	£ : :		

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

Committee's Minute TUES 18 SEPT 1888
 Assigned *25 9 88*

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It is submitted that this vessel is eligible to have the record B.S. 9. 88

D.P.
8/15/11



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