

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

No. 8915 Date of Writing Report 7<sup>th</sup> 11<sup>th</sup> Dec<sup>r</sup> 1888 Port of Glasgow (Received at London Office, 11 DEC 88)  
 No. in Reg. Book. 541 Survey held at Troon & Glasgow Date, first Survey 23<sup>rd</sup> Novemb<sup>r</sup> Last Survey 6<sup>th</sup> Dec<sup>r</sup> 1888  
 on the Machinery of the S. S. "Turgot" (No. of Visits 4) Master Mr. McKinlay Tons 697 Net 1076 Gross  
 Surveyed Afloat in Dry Dock Troon Dk Vessel built at Dundee in 1873 Engines made in 1873  
 N.H.P. 98 No. of Main Boilers Made in 18 Donkey Boiler made in 18 Working Pressure, Main Boilers 65 lbs.;  
 Working Pressure, Donkey Boiler lbs.; Owners J & A Wyllie Port London  
 Last Survey No. Port Class of Vessel and Machinery A1.11.82  
 (As in Register Book.)

Particulars of Repairs and Examination **Damage** - **+N.B.87.L.M.6.5.87.**  
 (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?   
 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?

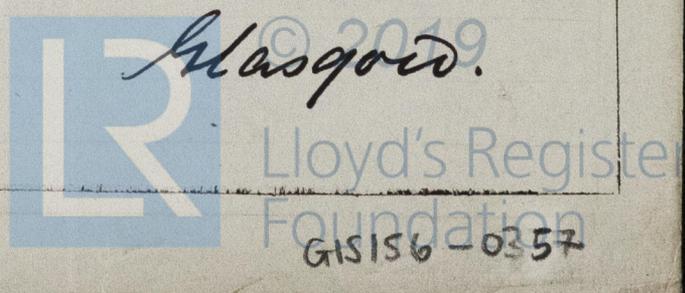
This vessel having been ashore has been placed in Troon dry dock when the propeller shaft was found very much bent between the after stern bush and the outer bearing. A new shaft was recommended to be made and fitted in its place, this has been done in a satisfactory manner. Some new strips were fitted in the stern bush and the outer bearing of the shaft has been dispensed with altogether -  
 No other parts of machinery opened up at this time - Sea connections examined externally -

General Observations, Opinion, and Recommendation: - As far as can be seen this vessel's machinery appears to be in good working order and is in my opinion eligible to remain as classed -  
 (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).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	12/12 1888
Special Damage, Fee (per Section 28) .....	£	3	3	received by me, 14/12/1888
*Certificate (if required) as per margin .....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	10: 4	

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

Committee's Minute TUES 78 DEC 1888  
 Assigned Remain as classed



T. & S. Form No. 9. The Surveyors are requested not to write on or below the space for Comments.

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

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.

8915 Jls

It is submitted that this vessel is eligible to remain as chartered

M.A.  
17.12.58



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