

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

No. **8990** Date of Writing Report **28<sup>th</sup> Jan. 1889** Port of **Glasgow**  
 No. in Reg. Book. **132** Survey held at **Glasgow** Date, first Survey **22<sup>nd</sup> January** Last Survey **28<sup>th</sup> Jan 1889**  
 on the Machinery of the **S. S. Saltees** Master **J. Davidson** No. of Visits **4**  
 Tonnage Gross **577** Net **288** Vessel built at **Glasgow** By whom **D. & W. Henderson & Co** When **1885** YEAR. MONTH. **9.**  
 Registered Horse Power **105** Engines made at **Glasgow** When **1885** Boilers, when made (Main) **1885** (Donkey) **1885**  
 No. of Main Boilers **2** Owners **Clyde Shipping Coy** Port **Glasgow** Voyage **Coasting**  
 Steam Pressure in Main Boilers **80 lbs** If Surveyed Afloat or in Dry Dock **Mellowside Slip** Class of Vessel & Machinery **100 A 1**  
 in Donkey Boiler **60 lbs** (State name of Dock.) (as in Register Book.) **7.88**

Last Survey No. Port **+ L.M.C. 10.85**

Particulars of Examination and Repairs (if any) **S. S. No 1.**

(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 the vessel was on slip way the propeller shaft was drawn in and on examination found in good order. Propeller re-fitted & secured.

All sea connections overhauled and examined.

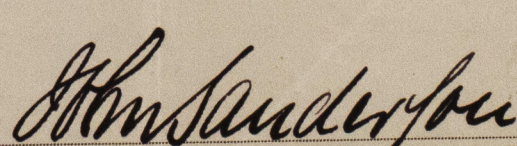
All parts of engines opened up, working parts overhauled and adjusted and everything found on examination in good order.

Main boilers examined throughout and found in good condition. Safety valves and all other mountings overhauled and examined.

Donkey boiler including mountings examined and found in good order.

Main and donkey boiler safety valves adjusted under steam to their working pressures.

General Observations, Opinion, and Recommendation:— **This vessel's machinery is now in my opinion in a good and efficient working condition and eligible to be noted in the Mistris's Register Book: + L.M.C. 1.89.**

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Survey Fee (per Section 25).....	£ <b>3</b> : <b>3</b> : <b>u</b>	<b>29/1</b> 1889	
Special Damage, Fee (per Section 28).....	£ : :		
*Certificate (if required) as per margin.....	£ : :	Received by me, <b>30/1</b> 1889	
Travelling Expenses (if chargeable).....	£ : :		

Committee's Minute  
 Assigned **+ L.M.C. 1/89**



8990 G.L.

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  
vessel is eligible to  
have L.N.T.C. 189.  
recorded.  
M.A.  
31-1-89



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.