

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

(Received at London Office, 22 MAR 89)

No. *9044* Date of Writing Report *16th March 1889* Port of *Glasgow*
 No. in Reg. Book. *926* Survey held at *Glasgow* Date, first Survey *21st Feb^y* Last Survey *14th March 1889*
 on the Machinery of the *S. S. Goilda* Master *McDonald* No. of Visits *5*
 Tonnage { Gross *341* Net *177* Vessel built at *Ayr* By whom *McKnight & Macrae* When *1884* YEAR. MONTH. *7*
 Registered Horse Power *55* Engines made at *Glasgow* When *1884* Boilers, when made (Main) *1884* (Donkey)
 No. of Main Boilers *1* Owners *J. McLaren & Coy.* Port *Glasgow* Voyage *coasting*
 Steam Pressure in Main Boilers *80 lbs.* # Surveyed Afloat in Dry Dock *Inglis Ship* Class of Vessel & Machinery *100 A 1*
 in Donkey Boiler *80 lbs.* (State name of Dock.) (as in Register Book.) *7.88.*

Last Survey No. _____ Port _____ *H.M.B. 7.88.*

Particulars of Examination and Repairs (if any) *Docking*
 (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 has been placed on slipway when the propeller was found to be loose on shaft. The shaft has been taken ashore and refitted to the propeller after having been trued up in lathe. Shaft and propeller replaced and properly secured. New strips and bush also fitted, the old one being broken at flange. A patch has been fitted in each of the ashpits covering the flanged parts of furnaces. Sea connections all in good order.

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 25).....	£ 2 : 2	<i>20/3 1889</i>
Special Damage, Fee (per Section 28).....	£ : :	} <i>(Signature)</i>
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received by me, <i>21/3 1889</i>

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

Committee's Minute *TUES 26 MARCH 1889*
 Assigned *Remain as classed*

Form No. 2 for Repairs. The Surveyors are required to write on or below the space Committee's Minute.

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



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.

90749

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

MA
22.3.89.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.