

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

(Received at London Office, **THURS 22 AUGUST 1889**)

No. **9334** Date of Writing Report **Aug 21st** 1889 Port of **Glasgow**
 No. in Reg. Book **502** Survey held at **Glasgow** Date, first Survey **Aug 20th** 1889 Last Survey **Aug 20th** 1889
 on the Machinery of the **"J. S. Locknell"** Master **J. McIntyre** No. of Visits **11/86**
 Tonnage Gross **120** Net **58** Vessel built at **Bairley** By whom **J. McIntyre** When **1874** Boilers, when made (Main) **1889** (Donkey) **1889**
 Registered Horse Power **30** Engines made at **Glasgow** Owners **J. G. Stewart** Port **Glasgow** Voyage **Coasting**
 No. of Main Boilers **one** If Surveyed Afloat or in Dry Dock **both** Class of Vessel & Machinery **90/81**
 Steam Pressure in Main Boilers **40** (State name of Dock.) **bowling** (As in Register Book, including date of last Boiler Survey.) **12/86**
 in Donkey Boiler **1**

Last Survey No. **11/86** Port **Glasgow**

Particulars of Examination and Repairs (if any)

(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?

Examined boiler under steam and set safety valves to 40 lbs working pressure

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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

The Survey of the Machinery and new Boilers has now been completed see Glasgow Report No. 9271 and are now in good & safe working condition and eligible in my opinion should the vessel return to class to be noted 22.10/889 J.M.C.

Office or Registration Fee (per Sec. 27)	£ :	Fees applied for
Survey Fee (per Section 28)	£ :	188
Special Damage Fee (per Section 28)	£ :	
*Certificate (if required) as per margin	£ :	Received by me,
Travelling Expenses (if chargeable)	£ :	188

James Morrison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRIDAY 23 AUGUST 1889

Assigned

State if a Report is also now sent on the Ship Yes or if not whether, and when, one will be sent.

Certificate to be sent to

T. & S. Form No. 9—Transfer Ink—6000, 25/1/89

The Surveyors are requested not to write on or below the space for Committee's Minute.

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

933796

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 + N.B. 89, L.M.C. 789,
recorded
W.A.
23.8.89



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SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.