

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

No. *9395* Date of Writing Report *188* Port of *Glasgow*
 No. in Reg. Book. *263* Survey held at *Glasgow* Date, first Survey *3rd Sept^r* Last Survey *Sept^r 20th 1889*
 on the Machinery of the *S. S. Lennox* Master *J. Thearle* No. of Visits *4*
 Tonnage Gross *2051* Net *1327* Vessel built at *Glasgow* By whom *A. Stephen & Sons* When *1880* YEAR. MONTH.
 Registered Horse Power *240* Engines made at *Do.* When *1880* Boilers, when made (Main) *1880* (Donkey) *1880*
 No. of Main Boilers *Two* Owners *J. Narrack* Port *Leith* Voyage
 Steam Pressure in Main Boilers *85 lbs.* If Surveyed Afloat or in Dry Dock *Afloat* Class of Vessel & Machinery *100 A. 1 8-89*
 in Donkey Boiler *40* (State name of Dock.) (As in Register Book.) *S. S. L. N. 3. 4-89*
+ L. M. C. 4-89

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Annual 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 of this vessel prepared for survey and examined over all parts.
Main boilers found in good condition throughout.
Donkey boiler re-tubed - work satisfactorily carried out.
Safety valves taken on board & overhauled - Boilers examined under steam and valves adjusted.
Engines partly overhauled - Piston & rods removed to shop and turned up in lathe. Condenser opened out, tubes removed, cleaned & re-packed.

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 boilers of this vessel are in my opinion in safe working condition and the machinery eligible to remain as classed in the Register Book with the notification B. S. 9-89.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	10	21/9 1889
Special Damage Fee (per Section 28)	£	:	:	?
*Certificate (if required) at per margin	£	:	:	received by me,
Travelling Expenses (if chargeable)	£	:	:	25/9 1889

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

Committee's Minutes *FRIDAY 27 SEPT 1889*

Assigned

BS 9/89



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CL-S158-0195

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

T. & S. Form No. 9—Transfer Ink—5000, 25/4/88. * Certificate to be sent to (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

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

9395 GB.

It is submitted that this
vessel is eligible to
have B.S. 9.89.
recorded.

97A.

26.9.89.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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