

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

No. **9423** Date of Writing Report **Oct. 12<sup>th</sup> 1889** Port of **Glasgow**  
 No. in Reg. Book. **674** Survey held at **Glasgow** Date, first Survey **4<sup>th</sup> Oct.** Last Survey **11<sup>th</sup> Oct. 1889**  
 on the Machinery of the **S. S. Luchena** Master **Taylor** No. of Visits **4**  
 Tonnage Gross **703** Net **436** Vessel built at **Hartlepool** By whom **Wm. Alexander & Co.** When **1871** Year. **1871** Month. **9**  
 Registered Horse Power **90** Engines made at **Black Hawthorne & Co. Glasgow** Boilers, when made (Main) **1881** (Donkey) **1881**  
 No. of Main Boilers **One** Owners **Walker Donald & Co. Mgrs.** Port **West Hartlepool** Voyage  
 Steam Pressure in Main Boilers **75** If Surveyed Afloat or in Dry Dock **Headwinds Ship + Queens Dock** Class of Vessel & Machinery **90 A 7**  
 in Donkey Boiler **50 lbs.** (State name of Dock.) **In Slipway + Afloat** (As in Register Book, including date of last Boiler Survey.) **9.88**  
 Last Survey No. **LCMC 2, 87. B.S. 9.88** Port

Particulars of Examination and Repairs (if any) **Annual Boiler Survey**  
 (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?

*This vessel was placed in Slipway: propeller shaft drawn in; as propeller was found slack on shaft. Shaft taken up to shop + propeller fitted in a satisfactory manner. Lignum-vitae renewed. All sea cocks examined externally.*

*M. Boiler opened out, cleaned and sealed and on examination found in good condition. Safety valves and all Boiler mountings examined and found in good condition.*

*D. Boiler opened out, cleaned and sealed and on examination found a crack at bottom of uptake, recommended that part to be cut out, and put on patch, which was done.*

*Safety valves and Boiler mountings all in good order.*

*Steam raised in Main + Donkey Boilers and Safety valves adjusted to working pressures.*

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.)

*I am of opinion that this vessel's machinery is in good + safe working condition, and eligible to remain as classed in Register Book with the additional notation **B.S. 10.89***

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 1 : 10.	<b>14/10/1889</b>
Special Damage Fee (per Section 28).....	£ : :	Received by me, <b>16/10/1889</b>
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	

Committee's Minute **FRIDAY 18 OCT 1889**  
 Assigned **B.S. 10.89**  
**A Stewart**  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



4123.96

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 B.S. 10. 89  
recorded

M.L.  
17.10.89

THE SURVEYORS ARE REQUESTED TO WRITE ACROSS THIS MARGIN.



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