

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

TOES 29 OCT 1889

No. 9444 Date of Writing Report Oct 28th 1889 Port of Glasgow
 No. in Reg. Book 338 Survey held at Glasgow Date, first Survey Oct 18th Last Survey 25th Oct 1889
338 on the Machinery of the Gun S. S. Pines Indus Master Murray No. of Visits 5
 Gross 3452 Net 2255 Vessel built at Belfast By whom Worthman Clarke & Co When 1884 YEAR. MONTH. 10
 Registered Horse Power 360 Engines made at Glasgow When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
 No. of Main Boilers two Owners J. Little & Coy Port Glasgow Voyage _____
 Steam Pressure in Main Boilers 80 lb If Surveyed Afloat or in Dry Dock Dry Dock + Afloat Class of Vessel & Machinery 100 A 1
 in Donkey Boiler 80 lb (State name of Dock.) Govan + Queens Dock (As in Register Book, including date of last Boiler survey.) 5, 88.

Last Survey No. _____ Port _____ **LMC 12, 84**

Particulars of Examination and Repairs (if any) No. 1 Special Surveys

(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? _____

When this vessel was in Dry Dock all sea cocks and valves were opened out, and put in good working order.

Propeller and fastenings examined, found one of the studs in P. Propeller broken which was renewed.

M. Boilers opened out thoroughly cleaned and sealed, and examined throughout, found one of the main Stays in S. Boiler reduced in diameter through corrosion, recommended it to be taken out and renewed; which was done, found a few leaks in shell, which has all been caulked in a satisfactory manner. Safety valves, and all other boiler mountings opened out and put in good working order.

Machinery opened out in both engines, pistons, valves pumps and connections, all examined, and found in good order, two of the bilge discharge pipes in very bad order, as they had burst in several places, got them renewed.

Crank Shafts and propeller shafts examined throughout.

D. Boiler opened out cleaned and sealed, and on examination found in good condition, safety valves and other boiler mountings examined and put 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 the machinery of this vessel is in good and efficient condition, and eligible to remain as classed, with the additional notation **LMC 10, 89**

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 25)	£	5	10	25/10/1889
Special Damage Fee (per Section 25)	£	:	:	
Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me, 28/10/1889

A. Stewart
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 1 NOV 1889

Assigned + Dub 10/89



9444. Gfr.

It is submitted that this
vessel is eligible to
have + L.M.C. 1089
recorded -
W.A.
29.10.89

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