

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

(Received at London Office, WED 5 MARCH 1890)

No. in Register Book **9644** Date of Writing Report **7th March 1890** Port of **Glasgow**
 Survey held at **Glasgow** Date, first Survey **20th Feb** Last Survey **28th Feb 1890**
 on the Machinery of the **S. S. "Salties"** Master **J. Davidson** No. of Visits **2**
 Gross Tonnage **553** Net Tonnage **206** Vessel built at **Glasgow** By whom **D. W. Henderson & Co** When **1885-9**
 Registered Horse Power **165** Engines made at **Glasgow** When **85** Boilers, when made (Main) **85** (Donkey) **85**
 No. of Main Boilers **80** Owners **Clyde Shipping Co.** Port **Glasgow** Voyage **Coasting**
 Steam Pressure in Main Boilers **80 lbs** If Surveyed Afloat or in Dry Dock **Medowick** Class of Vessel & Machinery **100 A1**
 in Donkey Boiler **Slipway** (As in Register Book, including date of last survey) **1.89**

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) **Loosening**
 (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 on Slipway all the sea connections were examined externally and along with the propeller and fastenings found in good order.

General Observations, Opinion, and Recommendation:— *As far as seen this vessel's machinery appears to be in good order and is in my opinion eligible to remain as classed without any fresh record of survey.*
 (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.S. 1/89, as the case may be.)

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

J. W. Henderson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **FRIDAY 7 MARCH 1890**
 Signed *As Classed*



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

9677. 465

*It is submitted that this
vessel is eligible to
remain as
Classed
N.A.
6-3-90*

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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