

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

No. *9685*

Date of Writing Report *March 5th 1890* Port of *Glasgow*

(Received at London Office,)

No. in Reg. Book. *674* Survey held at *Glasgow* Date, first Survey *and* Last Survey *6th March 1880*

on the Machinery of the *S. S. Luchana* Master *Lane* No. of Visits *1*

Tonnage { Gross *703* Net *436* Vessel built at *Hartlepool* By whom *Withy, Alexander & Co.* When *1871* YEAR. MONTH. *9*

Registered Horse Power *90* Engines made at *Gateshead* When *1871* Boilers, when made (Main) *1881* (Donkey)

No. of Main Boilers *One* Owners *Donald & Taylor* Port *W. Hartlepool* Voyage

Steam Pressure in Main Boilers *75 lbs.* If Surveyed Afloat or in Dry Dock *Shipway* Class of Vessel & Machinery *90 A 7*
in Donkey Boiler *50 lbs.* (State name of Dock.) *Belwinhaugh* (As in Register Book, including date of last Boiler Survey.) *S.S. Hpl. No. 187*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Docking 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? *—*

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 shipway, all sea cocks and valve opened out, & examined, main blow off cock plug re-newed, as it was getting rather thin

Propeller & fastenings all in order.

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.)

As far as seen the machinery of this vessel is in good and efficient working condition, and eligible in my opinion, to remain as classed in Register Book without new record.

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

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

Committee's Minute *TUES 11 MARCH 1890*

Assigned *Remain as classed*

9685 g/c

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
remain as
classified.
W.A.
10.3.90