

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

No. 9685 Date of Writing Report March 5<sup>th</sup> 1890 Port of Glasgow  
 No. in Reg. Book 674 Survey held at Glasgow Date, first Survey and Last Survey 6<sup>th</sup> March 1890  
 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 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.) Keilmhauß (As in Register Book, including date of last Boiler Survey.) S.S. Apl. No. 9.87  
 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  
 Propellor & 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



State or if any part of the machinery is not examined, state for what reasons?

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

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



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