

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

No. **9431** Date of Writing Report **March 25th 1890** Port of **Glasgow** (Received at London Office, **MON 31 MARCH 1890**)
 R. in Book. Survey held at **Glasgow** Date, first Survey **18th March** Last Survey **19th March 1890**
 (No. of Visits **2**) Master **Mcadden** Tons **506 Net**
174 on the Machinery of the **S. S. Benfreeshire** **818 Gross**
 If Surveyed Afloat or in Dry Dock **Slipway** Vessel built at **Pt. Glasgow** in **1870**. Engines made in **1870**
 (State name of Dock.)
 N.H.P. **96** No. of Main Boilers **One** Made in **1882** Donkey Boiler made in **1882** Working Pressure, Main Boilers **70 lbs.**;
 Working Pressure, Donkey Boiler **40 lbs.**; Owners **Post & Turner (R. McKillop & Co. (Mgmt.))** Port
 Last Survey No. _____ Port _____ Class of Vessel and Machinery **S.S. 925 N^o 188** **4.89**
 (As in Register Book.)

Particulars of Repairs and Examination **Docking Survey**

LMC 6.89
***NB 82**

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?

This vessel placed on Slipway, all sea cocks and valves opened out and put in good working order.

Tail end shaft drawn in, on examination found in very good condition. Lignum vitae strips renewed.

Shaft put in its place again, propeller properly secured & fastened thereto

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.)

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

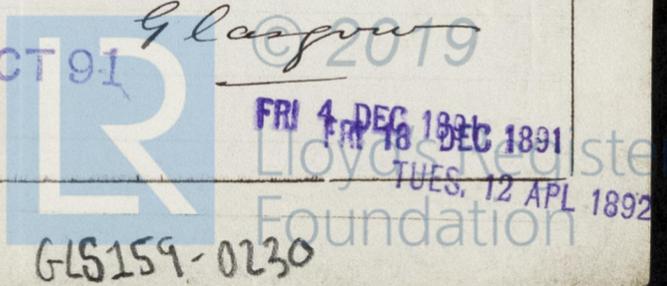
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	188
Special Damage, Fee (per Section 28).....	£	:	:	Received by me,
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	188

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

Committee's Minute **TUES 1 APRIL 1890**

TUES 9 SEPT 1890 **23 OCT 91**

Assigned **Remain as classed**



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

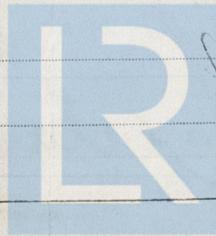
N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

9731 Gb

It is submitted that this vessel is eligible to remain as classed

A.H.C.

31.3.90



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THE REGISTER OF SHIPMENTS OF THE PORT OF LONDON