

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

No. 10004 Date of Writing Report July 25<sup>th</sup> 1890 Port of Glasgow  
 No. in Reg. Book. 115 Survey held at Glasgow Date, first Survey July 25<sup>th</sup> 1890 Last Survey July 25<sup>th</sup> 1890  
on the Machinery of the S. S. Copack. Master                      No. of Visits 1  
 Tonnage Gross 2705 Net 1730 Vessel built at Glasgow By whom D. & W. Henderson When 1883 YEAR. MONTH.  
 Registered Horse Power 480 Engines made at Glasgow When 1883 Boilers, when made (Main) 1883 (Donkey) 1883  
 No. of Main Boilers Two Owners China Shippers Mutual S. N. Co. Ltd London. Voyage China  
 Steam Pressure— in Main Boilers 90 lbs. If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery 100A1  
 in Donkey Boiler 90 lbs. (State name of Dock.) Queens Dock (As in Register Book, including dates of S.S. L. on. & Special Surveys of Ship and of last Boiler Survey.) LM 388  
 Last Survey No. 4924 Port London

## Particulars of Examination and Repairs (if any) Completion of Annual 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? No.

If this was not done, state for what reasons? Was done in London.

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 this Port when on board with the object of completing Boiler Survey. (See London Report) Steam raised in Main and Donkey Boilers and safety valves adjusted to safe working pressures 90 lbs per sq. inch respectively.*

## 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 this vessel's machinery is in good and efficient working condition and eligible in my opinion to remain as classed in Register Book with the additional notation as recommended (see London Report)*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

Committee's Minute                      15 AUGUST 1890

Assigned                      15 1890

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

*Glasgow*  
 Lloyd's Register  
 GLS160-0189

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

\* Certificate to be sent to

T. & S. Form No. 9—Transfer Ink—6000, 9/12/89

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



10007.42

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 have

B.S. 7-90 recorded

W.A.

13. 8-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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