

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

No. 10099 Date of Writing Report Aug 29th 1890 Port of Glasgow
No. in Reg. Book. Survey held at Glasgow Date, first Survey Aug 18th Last Survey Aug 18th 1890
45 on the Machinery of the S. S. "Nar" Master Hudson No. of Visits 3
Tonnage Gross 289 Net 134 Vessel built at Bowling By whom Scott & Co. When 1884 3
Registered Horse Power 55 Engines made at Glasgow When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
No. of Main Boilers one Owners Nar S.S. Coy. Lim. (C. & W. Mac) Port Lynn Voyage Coasting
Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Afloat River Class of Vessel & Machinery + 100 A1
in Donkey Boiler 80 (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + L.M.C. 7.88 S.S. Gov. No. 1-88

Last Survey No. Port Particulars of Examination and Repairs (if any) Annual Boiler 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? Yes.

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?

Main Boiler was opened up & examined internally & externally & found in good order. The Boiler was cleaned & sealed. All mountings opened up, examined & put in good order, including Safety Valves. The Donkey Boiler was opened up, examined & found in good condition. Safety Valve & all mountings opened up, examined & put in good order. Both Main & Donkey Boiler Safety Valves were adjusted under steam, to safe working pressures.

General Observations, Opinion, and Recommendation:— (State clearly what alteration, if any, is suggested to be made in the existing classification and notation 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.)

I am of opinion that the Machinery of this vessel is now in an efficient Condition. So far as seen, & eligible to remain as Classed in the Register Book, with additional notation B.S. 8-90

Office or Registration Fee (per Sec. 27) £ : : Fees applied for Survey Fee (per Section 28) £ 1 : 10 : - 23/8 1890 Special Damage Fee (per Section 28) £ : : Certificate (if required) as per margin £ : : received by me, 30/8 1890 Working Expenses (if chargeable) £ : : Alexander Kidd Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

10099 gpg

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It is submitted that this vessel

is eligible to have

B.S.P. 20

Recorded-

W.A.

1-9-90



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