

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

No. 10114 Date of Writing Report Sept 1890 Port of Glasgow  
 No. in Reg. Book. Survey held at Green Date, first Survey and Last Survey Sept 3<sup>rd</sup> 1890  
 506 on the Machinery of the S. S. "Yurgot" Master W. McHimlay No. of Visits one  
 Tonnage Gross 1076 Net 697 Vessel built at Sunderland By whom Short Bros When 1873-4  
 Registered Horse Power 98 Engines made at Hartlepool When '73 Boilers, when made (Main) '87 (Donkey) ✓  
 No. of Main Boilers one Owners J. & A. Wyllie Port London Voyage St Nazaire  
 Steam Pressure in Main Boilers 65 If Surveyed Afloat or in Dry Dock Afloat.  
 in Donkey Boiler 40 (State name of Dock.)  
 Class of Vessel & Machinery + A.I. 7-90.  
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) L.M.C. 5-87

Last Survey No. Port  
 Particulars of Examination and Repairs (if any) Completion of Special 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?

See Glasgow Report No 4981. July 1890.

Examined the donkey boiler over all parts and found it in order - afterwards adjusted the safety valves under steam -  
 Steam raised in main boiler and safety valves adjusted -  
 All working parts of machinery examined - cylinders, pistons, slide valves, pumps & crankshaft - All were found to be in good condition -  
 Bolts in crankshaft coupling all tightened up - There appeared to be a slight movement at this coupling, but I am of opinion it does not affect the safe working condition of the machinery -

## 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.)

All working parts of engines found in good order, boilers were satisfactory under steam - I am of opinion the machinery is now in safe working condition and eligible to be classed L.M.C. 9-90 in the Register Book.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	1	10	10/9 1890
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable)	£	4	10	9/9 1890

TUES, 22 NOV 1892  
 R. W. M. R.  
 Walter R. Robson.  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute  
 Assigned

FRI 12 SEPT 1890

L.M.C. 7/90

FRI 4 MAR 1892

FRI 11 MAR 1892

FRI 11 MAR 1892

FRI 18 MAR 1892

GLS160-0319



10114 GLS

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

L.M.C. 7-90 recorded

M.A.

11-9-90



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TO BE WRITTEN IN THIS MARGIN.