

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

10 114

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

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 9981. 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 : | <i>16/9</i> 1890 |
| Special Damage Fee (per Section 28)..... | £ : : | } <i>received by me,</i> |
| *Certificate (if required) as per margin..... | £ : : | |
| Travelling Expenses (if chargeable)..... | £ 4 : 10 : 6 | <i>9/9</i> 1890 |

R. W. M. Kinlay
Walker & Robson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *FRI 12 SEPT 1890*
 Assigned *L.M.C. 7/90*

FRI 4 MAR 1892
FRI 11 MAR 1892
FRI 11 MAR 1892
FRI 18 MAR 1892
 Lloyd's Register Foundation
 GLS160-0319

State Report is also... on the ship or if not... and when, one will be sent.

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

10114 - Gls

N.B. - If this Report is copied by Copying Press, special 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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