

10165

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

No. 10165 Date of Writing Report *Sept. 24th 1890* Port of *Glasgow*
(Received at London Office.)
No. in Reg. Book. *603* Survey held at *Glasgow* Date, first Survey *Sept. 22nd* Last Survey *Sept. 22nd 1890*
on the Machinery of the *Annie Anischi* Master *Corrigall* No. of Visits *1*
Tonnage Gross *1326* Net *844* Vessel built at *Stockton* By whom *M. Parse & Co.* When *1870* YEAR. MONTH. *2*
Registered Horse Power *98* Engines made at *Sunderland* When *1870* Boilers, when made (Main) *1881* (Donkey)
No. of Main Boilers *2* Owners *Nelson, Drouin & Co.* Port *London* Voyage
Steam Pressure in Main Boilers *75* If Surveyed Afloat or in Dry Dock *Foran dry dock* Class of Vessel & Machinery *+ 80A1*
in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *LMC 9.88 BS 12.89*
NB 81
S.S. Nwe. 9.03.8.88

Last Survey No. Port
Particulars of Examination and Repairs (if any) *Noe King 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?
Examined outside fastenings of Sea Cocks, Propeller & fastenings & found all in good order

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 so far as seen, is eligible to remain as classed in Register Book

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

Alfred Nidel
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
Assigned
As now

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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
remain as
Classed—

N.A.

29-9-20



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