

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

No. 10236 Date of Writing Report October 1890 Port of Glasgow (Received at London Office, TUES 28 OCT 1890)
 No. in Reg. Book. Survey held at Glasgow Date, first Survey 14th Oct^r Last Survey 20th Oct^r 1890
 603 on the Machinery of the S. S. Annie Anselie Master J. Corrigall No. of Visits 3
 Tonnage Gross 1326 Net 847 Vessel built at Stockton By whom M. Pearce & Co When 1870 YEAR. MONTH. 2
 Registered Horse Power 98 Engines made at Sunderland When 70 Boilers, when made (Main) '81 (Donkey) '81
 No. of Main Boilers Two Owners Nelson Doukin & Co Port London Voyage
 Steam Pressure in Main Boilers 75 lbs. If Surveyed Afloat or in Dry Dock Afloat. (State name of Dock.)
 in Donkey Boiler 5 Class of Vessel & Machinery 100A.1.9.90.
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S. Act. N^o 3-88.
 B.S. 12-89.
 L.M.C. 9-88.

Last Survey No. Port Particulars of Examination and Repairs (if any) Boiler survey & damage.

(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?
 What parts of the Boilers could not be thus thoroughly examined?
 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?

The main & donkey boilers of this vessel opened out for survey and examined over all parts - safety valves all taken out and overhauled. Main boilers found in fair condition throughout - some of the longitudinal stays in steam space are reduced in diameter through corrosion, though they are yet of sufficient size for the pressure - At the underside of the combustion chambers internally of one boiler, there is some corrosion but not of present importance - plates scaled & cleaned -

Donkey boiler in fair condition - some of the shell plates internally at water line are slightly corroded -

Steam raised and all safety valves adjusted -

On account of damage stated to have been sustained at Bordeaux on the 1st October examined the high pressure piston and found the spring broken in three pieces. Recommended that a new spring & packing ring be fitted, which recommendation has been carried out -

Also examined windlass & connections, rails & ropes for particulars of which please see accompanying report.

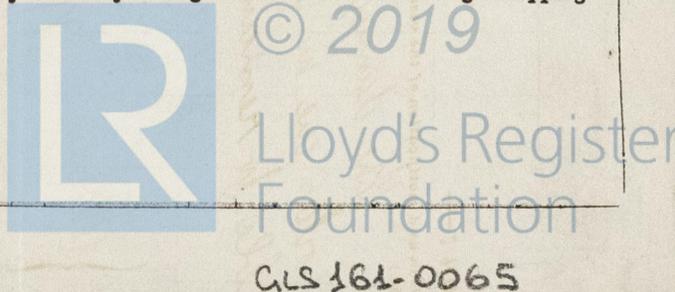
General Observations, Opinion, and Recommendation:—

(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.)
 The damage to H.P. piston has been satisfactorily repaired - The main & donkey boilers are in good safe working condition - I am of opinion the machinery is eligible to remain as classed in the Register Book with the additional notification B.S. 10-90.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	:	23/10/1890
Special Damage Fee (per Section 28)	£	2	:	
Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable)	£	:	:	24/10/1890

Walter J. Robson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Assigned
 FRI 31 OCT 1890
 B.S. 10/90



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

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*It is submitted that this vessel is eligible to have B.S. 10.90 recorded.
W.A.
28-10-90*



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.