

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

No. *10243* Date of Writing Report *Nov^r 18 90* Port of *Glasgow* (Received at London Office. THURS 13 NOV 1890)
 No. in Reg. Book. *209* Survey held at *Glasgow* Date, first Survey *28th Oct^r* Last Survey *Nov^r 6th 1890*
 on the Machinery of the *S. S. Lennet* Master *Swinnerton* No. of Visits *4*
 Tonnage { Gross *2051* Net *1327* Vessel built at *Glasgow* By whom *A. Stephens & Sons* When *1880* Boilers, when made (Main) *1880* (Donkey) *1890*
 Registered Horse Power *240* Engines made at *do.* Owners *J. Warrack* Port *Leith* Voyage *China & Japan*
 No. of Main Boilers *2* Steam Pressure in Main Boilers *85* If Surveyed Afloat or in Dry Dock *Henderson Dry Dock* Class of Vessel & Machinery *100A1*
 in Donkey Boiler *80* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *BS 5-90*

Last Survey No. *Port* Particulars of Examination and Repairs (if any) *Annual survey of Boilers*
 (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? *✓*

The main boilers of this vessel opened out for survey and examined over all parts - safety valves taken down and overhauled -
The furnaces at level of fire bars, on the water side, were found to be reduced in thickness through corrosion, ranging from 3/8" to 1/2" in thickness as ascertained by drilling the plates. Repairs have been carried out where necessary, so as to give additional stiffeners at the weakest places by the riveting of angle irons to the furnace sides - 27 pieces in all - 3 x 3 x 3/8"
In other respects the boilers were found in good condition throughout.

A new donkey boiler has been fitted on board - particulars appended hereto
Safety valves adjusted under steam.

When the vessel was in Dry Dock all sea cocks & valves taken out, and replaced in good working order.
Propeller removed, shaft drawn and a new one fitted in its place
The new one was made in Leith and a Report on the Forging is appended hereto - The propeller was taken to the shop, lured out, and refitted to new shaft.

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 new donkey boiler has been well fitted on board - The repairs to main boilers have been satisfactorily carried out and we are of opinion they are now in safe working condition and eligible to be noted B.S. 11-90 in the Register Book.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 24) £ *2* : : *4/11 1890*
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Committee's Minute *BS 11/90*
 Assigned *BS 11/90*

Walter Robson *Alex^r Kidd*
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
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It is submitted that this vessel
is eligible to have
B.S. 11-90 recorded
Y.A.
13-11-91