

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

No. 10442 Date of Writing Report 5th Feb 1891 Port of Glasgow (Received at London Office. 10/2/91)
 No. in Reg. Book. Survey held at Troon Date, first Survey 29th January Last Survey 2nd Feb 1891
 935 on the Machinery of the S.S. "Corra Linn" Master No. of Visits
 Tonnage Gross 801. Net 506. Vessel built at Belfast By whom Workman, Clark & Co. When 1884. 4.
 Registered Horse Power 96. Engines made at Glasgow When 84 Boilers, when made (Main) 84 (Donkey) 84
 No. of Main Boilers One Owners J & A. Hyllic Port Glasgow Voyage Spain
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Troon etc
 in Donkey Boiler Class of Vessel & Machinery 55770 1/88
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey)

Last Survey No. 9489 Port Gls
 Particulars of Examination and Repairs (if any) Boiler Survey. + L.M.C. 2.88
 (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?

This vessel has been placed in drydock at which time all the sea connections were examined and found in fair order. Propeller & fastenings in order. Main and donkey boilers examined over all parts and along with their safety valves and other mountings found in good order. Bottom of vessel scraped and painted and found in good condition.

General Observations, Opinion, and Recommendation:— *When the safety valves have been adjusted under steam I am of opinion that the notation of B.S. 2.91. may be made in the Society's Register Book.*
 (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.)

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 1 : 10 : "	6/2/ 1891
Special Damage Fee (per Section 28)	£ : :	received by me, <i>[Signature]</i>
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : 19 : 2	9/2/ 1891

John Sanderson.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Assigned Deferred
 Fri. 13 FEB 1891 TUES 3 MARCH



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

10472 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 will be eligible to have B.S. 2 provided, when the safety valves of the main and donkey boilers have been adjusted under steam.

N.A.
10.2.91



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