

10513

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

(Received at London Office.)

No. *10513* Date of Writing Report *3rd March 1891* Port of *Glasgow* THURS 5 MARCH

No. in Reg. Book. *173* Survey held at *Glasgow* Date, first Survey and Last Survey *2 March 1891*

173 on the Machinery of the *S.S. Renfrewshire* Master *G. Madden* No. of Visits *1*

Tonnage Gross *818* Net *506* Vessel built at *Port Glasgow* By whom *Blackwood & Gordon* When *1840* YEAR MONTH

Registered Horse Power *96* Engines made at *Port Glasgow* When *1870* Boilers, when made (Main) *1882* (Donkey) *1882*

No. of Main Boilers *one* Owners *Messrs Bost & Turner* Port *Glasgow* Voyage

Steam Pressure in Main Boilers *70 lbs* If Surveyed Afloat or in Dry Dock *Keelwinhaugh Slip* Class of Vessel & Machinery *A1*

in Donkey Boiler *60 lbs* (State name of Dock.) *Keelwinhaugh Slip* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *N.B. 82 B 89-90 L.M.C. 6.89*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Docking*

(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?

This vessel has been placed on slipway at which time all the sea connections were examined externally and along with the propeller and fastenings found in good order. It is the intention of the Owners to submit this vessel to special survey on her return about six weeks hence.

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.)

As far as seen this vessel's machinery appears to be in good order and is in my opinion eligible to remain as classed without any fresh record of Survey.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	received by me,
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	18

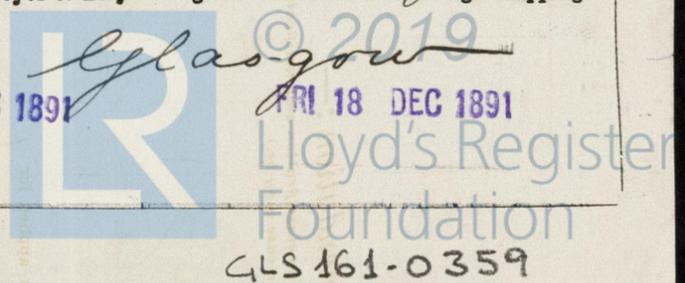
James Harvey
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute
 Assigned

FRI 6 MARCH 23 OCT 91
 TUES. 12 APR 1892
Deferred

FRI 4 DEC 1891

FRI 18 DEC 1891



T. & S. Form No. 1. Transfer In. (The Surveyors are requested not to use it on or before 1st Jan 1891)

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

1051386

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
classified.*

M.A.

5-3-91



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.