

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

10548

No. 10548 Date of Writing Report March 11th 1891 Port of Glasgow (Received at London Office. **FRI. 20 MAR 1891**)
 No. in Reg. Book 667 Survey held at Glasgow Date, first Survey 5/3/91 Last Survey 11/3 1891
 on the Machinery of the S.S. "Blau Monroe" Master Alexander No. of Visits 4
 Tonnage Gross 2197 Net 1437 Vessel built at Sunderland By whom Bartram Haswell & Co When 1881 11
 Registered Horse Power 300 Engines made at Newcastle When 1881 Boilers, when made (Main) 1881 (Donkey) 1881
 No. of Main Boilers 2 Owners Rayzer Irvine & Co Port Glasgow Voyage
 Steam Pressure in Main Boilers 90 lbs If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 100A.7.8.89
 in Donkey Boiler 70 lbs (State name of Dock.) Govan & Queens (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) **LMC 12.89**

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Annual 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? 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 dry dock, at which time all the sea connections were examined externally and along with the propeller and fastenings found in good order. The main boilers were opened up and examined throughout and found in good condition, safety valves and other mountings were examined and put in good order. The donkey boiler was opened up together with its safety valves examined and found in good order. Steam was raised in both main and donkey boilers and their safety valves adjusted to their safe working pressures.

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 the machinery of this vessel appears to be in good order, and is in my opinion eligible to remain as classed with the additional notification in the Register Book **B.S. 3.91***

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	2	0	19/3/1891
Special Damage Fee (per Section 28).....	£	:	:	received by me, 19/3/1891
*Certificate (if required) as per margin.....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

Committee's Minute **TUES. 24 MAR 1891** **TUES. 12 JAN 1892**
 Assigned B.S. 3/91 **Glasgow** **TUES. 26 JAN 1892** **FRI 30 SEP 1892**

T. & S. Form No. 9.—Transfer Ink—6000, 9/12/89. * Certificate to be sent to the Surveyors are requested not to write on or below the space for Committee's Minute.

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



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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.

*This submitted that this
vessel is eligible to
have B.S. 3.91
recorded
N.A.
20.3.91*

PLEASE SUPPLEMENTARY AND REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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