

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

(Received at London Office, THURS. 16 JUN 1891)

No. *10609* Date of Writing Report *7th April* 1891 Port of *Glasgow*
 No. in Reg. Book. *484* Survey held at *Glasgow* Date, first Survey *1st April* Last Survey *1st April* 1891
 on the Machinery of the *S.S. "Luchana"* Master *Arthur* No. of Visits *1*
 Tonnage Gross *103* Net *436* Vessel built at *Hartlepool* By whom *W. & A. Alexander & Co.* When *1871-9*
 Registered Horse Power *90* Engines made at *Gateshead* When *1871* Boilers, when made (Main) *1881* (Donkey) ✓
 No. of Main Boilers ✓ Owners *Agnes & Louisa Shores Coy. Lim^d* Port *W. Hartlepool* Voyage *Spain*
 Steam Pressure in Main Boilers ✓ *14* Surveyed *afloat* or in Dry Dock *Hendersons* Class of Vessel & Machinery *+ 90 A 1*
 in Donkey Boiler ✓ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *BS. 10-90 L.M.C. 2.87*
35. Lon 723-12-83 *35. Hpl 721-87* *+ NB. 81*

Last Survey No. *1044* & Port *Gls.*

Particulars of Examination and Repairs (if any) *Special (Partly)*
 (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? *No*

If this was not done, state for what reasons? *Not required*

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? ✓

When this vessel was in dry dock, the sea connections, externally, also the propeller and outside fastenings were examined and found in good order. The owner intimated verbally, that he means to have this special survey, which is now due on hull, completed, so far as the machinery is concerned, in the month of October of this year.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel, so far as seen, appears to be in an efficient state, and is eligible, in my opinion, to remain as classed, without fresh record of survey.*
 (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 X L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 25)	£	:	:	18
Special Damage Fee (per Section 25)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

R. J. Beveridge
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

TUES. 16 JUN 1891

FRI. 17 APL 1891

TUES. 12 MAY 1891

Committee's Minute

Assigned *as new*



GLS162-0038

T & S. Form No. 9—Transfer Ink—600, 912, 19

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

80609-9c

N.E.—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 classed.

YPA

16-4-91



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.