10633

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

(Received at London Office MON. 12 SEP 1892.)

No. 10633 Date of Writing Report 7th Septr 1892 Port of Greenock

No. in Reg. Book. 86 Survey held at Greenock Date, first ~~Survey~~ and Last Survey 6th Septr 1892 No. of Visits one

on the Machinery of the S.S. "Naparima" Master Gruchy

| | | | |
|---|---|---|---|
| Tonnage Gross 1649 / Net 1043 | Vessel built at Newcastle | By whom Edwards Shipbuilding Co Ltd | When (Year) 1890 (Month) 2 |
| Registered Horse Power 160 | Engines made at Newcastle | When 1890 | Boilers, when made (Main) 1890 (Donkey) 1890 |
| No. of Main Boilers 2 | Owners Law Prentice Clapperton & Co | Port Glasgow | Voyage West Indies via Glasgow |
| Steam Pressure— in Main Boilers 160 lbs | If Surveyed Afloat or in Dry Dock (State name of Dock.) Scotts Dry Dock | | Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) ✠100A1. 1.92 ✠LMC. 2.90 |
| in Donkey Boiler 80 | | | |

Last Survey No. Port

## Particulars of Examination and Repairs (if any) of Main Machinery

(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 Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " "

If this was not done, state for what reasons? Boilers not due for Survey.

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? —

Did the Surveyor examine the Safety Valves of the Main Boiler? —

At what pressure were they afterwards adjusted under steam? —

Did the Surveyor examine the Safety Valves of Donkey Boiler? —

To what pressure were they afterwards adjusted? —

Vessel in Dry Dock for Cleaning & recoating bottom.

Examined propeller outer end of Screw Shaft & Stern bush and fastenings of Sea Connections and found them in good order.

## 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. 1,91, B.&M.S. 1,91, or ✠L.M.C. 1,91, as the case may be.)

The above mentioned parts of Machinery are now in good order and safe working condition and the vessel is in my opinion eligible to remain as classed in Register Book.

| | | |
|---|---|---|
| Office or Registration Fee (per Sec. 27) | £ : | Fees applied for ..... 18 |
| Survey Fee (per Section 28) | £ : : | |
| Special Damage Fee (per Section 28) | £ : : | Received by me, ..... 18 |
| Travelling Expenses (if chargeable) | £ : : | |

*State if Certificate is required

A. C. Herron,
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Greenock District.

Committee's Minute TUES. 13 SEP 1892

Assigned As now

16.—L. R. P. H.—No. 9.—Transfer Ink—5,000, 18/8/91 *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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