

1084

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

(Received at London Office 31 JUL 91)

No. 1084 Date of Writing Report 30<sup>th</sup> July 1891 Port of Glasgow  
 No. in Reg. Book 44 Survey held at Glasgow "Nav" Date, first Survey and last Survey 27<sup>th</sup> July 1891  
 on the Machinery of the S.S. Nav Master Hudson No. of Visits One  
 Tonnage Gross 289 Net 137 Vessel built at Rowling By whom Scott & Co When 1884-3  
 Registered Horse Power 55 Engines made at Glasgow When 1884 Boilers, when made (Main) 1884 (Donkey) 1884  
 No. of Main Boilers One Owners Nav. S.S. Coy. Lim<sup>d</sup> Port Lynn Voyage Coasting  
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Review Class of Vessel & Machinery 100A1  
 in Donkey Boiler ✓ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 6-91  
 Last Survey No. 10452 Port GL BS. 8-90 L.M.C. 7-88

Particulars of Examination and Repairs (if any) Annual (Continuation of) GL No. 1-88  
 (State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) Repairs of 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 " " Examined in June, see GLs Report No. 10752  
 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?  
 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?

Steam raised on the main boiler, and the safety valves adjusted to their working pressure. To complete the survey, the donkey boiler safety valves require to be adjusted under steam to the working pressure.

General Observations, Opinion, and Recommendation:— This vessel's machinery, as far as seen, appears to be in good order, and when the donkey boiler safety valves have been adjusted under steam, to the working pressure, it will be eligible, in my opinion, to have notification B.S. and at present 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 L.M.C. 1.89, as the case may be.)

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

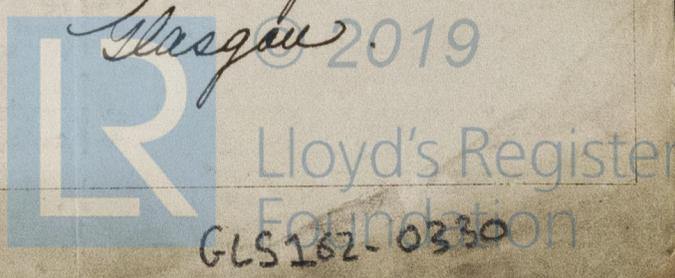
R. J. Beveridge  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required  
 Committee's Minute TUES. 4 AUG 1891 TUES. 3 NOV 1891  
 Assigned Deferred

No 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.

16.-L. B. P. II.—Form No. 9.—Transfer Ink—5,000, 23-2-91. Certificate to be sent to the Registrar of Shipping, and when, one will be sent.



GLS162-03300

1084790

It is submitted that this vessel  
will be eligible to have  
B.S. 6.9 recorded when  
the safety valves of the  
dumb-bell type have  
been adjusted  
under steam.

H.A.  
31-7-91

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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