

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

MON. 25 APL 1892

No. *11464* Date of Writing Report *April 18th 1892* Port of *Glasgow*
 No. in Reg. Book *444* Survey held at *Glasgow* Date, first Survey *11th April* Last Survey *16th April 1892*
 on the Machinery of the *"Shakespeare"* Master *Trainer* No. of Visits *3*
 Tonnage { Gross *1920* Net *1241* Vessel built at *Sunderland* By whom *J L Thompson & Sons* When *1885* 8
 Registered Horse Power *160* Engines made at *Hartlepool* When *1885* Boilers, when made (Main) *1885* (Donkey) *1885*
 No. of Main Boilers *two* Owners *Glover Bros.* Port *London* Voyage *River Plate*
 Steam Pressure in Main Boiler *145* If Surveyed Afloat or in Dry Dock *Afloat in harbour* Class of Vessel & Machinery *100A1*
 in Donkey Boiler *70* (State name of Dock.) *Govan Dock.* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 Last Survey No. *Port* *S.S. Off 2.91*
L.M.C. 6.90

Particulars of Examination and Repairs (if any) *Boiler 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 Main Boiler separately and make a thorough examination at this time? *Yes*
 Do. " Donkey " " " *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? *✓*
 Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*
 At what pressure were they afterwards adjusted under steam? *145 lbs.*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
 To what pressure were they afterwards adjusted? *70 lbs.*

The Main & Donkey Boilers of this vessel were carefully examined internally & externally together with the Safety Valves found in good condition.

The Safety Valves were adjusted, under steam, to pressures of 145 lbs for the Main Boilers, & 70 lbs for the Donkey Boiler. When this vessel was in Dry Dock, the Lea Cocks & valves were examined, together with the propeller fastenings found in good condition.

General Observations, Opinion, and Recommendation:— *I am opinion that the machinery, as far as seen, is in good working condition, and is eligible to remain as classed, with notification B.S. 4.92.*

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *18/4 1892*
 Survey Fee (per Section 28) £ *2* : : :
 Special Damage Fee (per Section 28) £ : : :
 Travelling Expenses (if chargeable) £ : : :
 Received by me, *J. Hunter*
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
 Committee's Minute *TUES. 26 APL 1892*
 Assigned *B.S. 4.92*

11467420

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 for
THE RECORD B.S.4-92

N.A.

25-4-92



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