

11517

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

18 MAY 92

No. 11514 Date of Writing Report 14<sup>th</sup> May is 92 Port of Glasgow  
No. in Reg. Book 69 Survey held at Glasgow Date, first Survey 28<sup>th</sup> April Last Survey 17<sup>th</sup> May 1892  
on the Machinery of the "Lady Martin" Master Clarke No. of Visits 4  
Tonnage { Gross 245 Net 659 Vessel built at Glasgow By whom Workman Clark & Co When 1888-11  
Registered Horse Power 220 Engines made at Glasgow When 1888 Boilers, when made (Main) 1888 (Donkey) 1888  
No. of Main Boilers Two Owners Butt & Lushington Pl. Coy. Ltd Port Dublin Voyage Coasting  
Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Afloat  
in Donkey Boiler ✓ (State name of Dock.) Gowan Class of Vessel & Machinery 100A1  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + L.M.C. 11-88

Last Survey No. 1529 Port Dublin

## Particulars of Examination and Repairs (if any) Locking

(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 " " " No

If this was not done, state for what reasons? No survey due

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? No

At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? ✓

When this vessel was in dry dock, the

propeller shaft was drawn in, examined and replaced; the stern bush

has been knid up, and four new blades fitted to the propeller, the

sea-cocks were also seen.

New main bearings have been fitted, and the crank shafting has been

re-bedded, after being completed and tried in the lathes for fairness; a new

circulating pump body has been fitted, in place of the former one, which

was cracked.

## 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.)

as seen in my opinion is in safe working condition, and eligible to

remain as classed without fresh record of survey.

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

\*State if Certificate is required

Committee's Minute FRI 20 MAY 1892

Assigned As now

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



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It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

copy.

18592



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.