

11590

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

No. 11590 Date of Writing Report June 17th 1892 Port of Glasgow (Received at London Office MON 20 JUN 1892)

No. in Reg. Book 470 Survey held at Glasgow Date, first Survey 14 June Last Survey June 15th 1892 Master J.M. Dougall No. of Visits 2

Tonnage Gross 287 Net 153 Vessel built at Belfast By whom Wahman Clark & Co When 1880 8

Registered Horse Power 60 Engines made at Glasgow When 1880 Boilers, when made (Main) 1880 (Donkey)

No. of Main Boilers one Owners J Mac Brayne Port Glasgow Voyage Coasting

Steam Pressure in Main Boilers 65 If Surveyed Afloat or in Dry Dock Helouhaugh Slip Class of Vessel & Machinery 90A1

Last Survey No. _____ Port _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) SS Glas. R. 2.89
LMC 3.92 3.92

Particulars of Examination and Repairs (if any) Docking.

(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 " Donkey out of use.

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? ✓

When this vessel was on the above slipway, the sea connections, propeller & propeller fastenings were examined externally; two blades of the propeller were found to be broken, a new propeller was fitted, the propeller shaft was examined, & together with the sea connections found in good condition.

General Observations, Opinion, and Recommendation:— I am of opinion, that the

(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 LMC. 1,91, as the case may be.)

machinery of this vessel, is in good & safe working condition, as far as seen; & eligible to remain, as classed, without any change in notification.

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,	
Travelling Expenses (if chargeable)	£	:			18

J.S. Hunter.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Glasgow.

*State if Certificate is required _____
Committee's Minute TUES. 21 JUN 1892

Assigned As now



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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.

11590 aft
A new propeller has
been fitted.

It is submitted that
this vessel is fitted with
Remora 48 (L.D.S.L.D.)
Cass
in 6.92

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.

[Faint, mostly illegible handwriting on lined paper, possibly bleed-through from the reverse side. Some words like "propeller" and "fitted" are visible.]

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