

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

MON. 4 JUL 1892

No. *11617* Date of Writing Report *29 June 1892* Port of *Glasgow*
 No. in Reg. Book *447* Survey held at *Glasgow* Date, first Survey *25 June 1892* Last Survey *27 June 1892*
 on the Machinery of the *"Portland"* Master *But* No. of Visits *3*
 Tonnage Gross *1103* Net *531* Vessel built at *Dundee* By whom *M. B. Thompson & Co. Ltd.* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*
 Registered Horse Power *269* Engines made at *Glasgow* Owners *Hyde Shipping Co. Ltd.* Port *Glasgow* Voyage *Coasting*
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Both* Class of Vessel & Machinery *100A1*
 Steam Pressure in Main Boilers *150 lbs* (State name of Dock.) *Hendersons* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 in Donkey Boiler *60 lbs*

Last Survey No. *691* Port *Glasgow*

Particulars of Examination and Repairs (if any) *Special Periodical*

(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? *Yes*

And what parts of the Boilers could not be thus thoroughly examined? *Yes*

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? *Yes*

Did the Surveyor examine the Safety Valves of the Main Boiler? *Yes*

At what pressure were they afterwards adjusted under steam? *156 lbs*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*

To what pressure were they afterwards adjusted? *55 lbs*

When this vessel was in dry dock, the screws were examined and replaced in good order: the propeller shaft was drawn in for examination; it is slightly affected by corrosion between the brass liners, but is of ample section. The propeller is also in good order, and was replaced after the signum vital strips in the stern bush bottom were renewed.

The cylinders, pistons, valves, pumps and shafting were examined, - they are all in an efficient condition.

The main and donkey boilers were examined, and found in good condition. A small covering patch was fitted over a defective part of the fire box vertical seam - at the connection to shell - in the donkey boiler. Steam has been raised in the main and donkey boilers, and their safety valves have been adjusted to the respective working pressures.

General Observations, Opinion, and Recommendation: - This vessel's machinery, in my opinion, is in safe working condition, and eligible to be noted in the Register. *+ L.M.C. 6-92.*

Office or Registration Fee (per Sec. 27) *£ 5*
 Survey Fee (per Section 28) *£ 5*
 Special Damage Fee (per Section 28) *£*
 Travelling Expenses (if chargeable) *£*

State if Certificate is required

Committee's Minute *TUES. 6 JUL 1892*

Assigned *+ L.M.C. 6-92.*

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

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IF SURVEYORS ARE REQUESTED