

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

12019<sup>a</sup>

THURS. 2 FEB 1893

No. 12019 Date of Writing Report January 31<sup>st</sup> 1893 Port of Glasgow  
 No. in Reg. Book 562 Survey held at Glasgow Date, first Survey Dec 5<sup>th</sup> Last Survey Jan 30<sup>th</sup> 1893  
 on the Machinery of the P.P. Guyot Master J. Linnoc No. of Visits 2  
 Tonnage Gross 1076 Net 697 Vessel built at Sunderland By whom Short Bros When 1873.  
 Registered Horse Power 98 Engines made at Hartlepool When 1873 Boilers, when made (Main) 1887 (Donkey)  
 No. of Main Boilers 1m Owners J.A. Logan Port London Voyage Continual  
 Steam Pressure in Main Boilers 65 lbs If Surveyed Afloat or in Dry Dock Afloat - Linnoc  
 in Donkey Boiler 43 lbs (State name of Dock.) Class of Vessel & Machinery + A 1. 11. 92  
 Last Survey No. 11888 Port Glasgow (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + N.B. 5. 87 L.M.C. 7. 90 6<sup>th</sup> Jan 11. 92

Particulars of Examination and Repairs (if any) Completion of Special 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? No  
 Do. " Donkey " " " " Yes  
 If this was not done, state for what reasons? Main boiler undrysteamed  
 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? 65 lbs  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes  
 To what pressure were they afterwards adjusted? ✓

To complete this survey the donkey boiler and mountings were opened up for survey and examined over all parts & found in fair condition. New valves have been fitted to the safety valve chests of main boiler, steam was afterwards raised on the main boiler and the safety valves adjusted to the above pressure.

General Observations, Opinion, and Recommendation:—The machinery of this vessel as far as seen is in good order and in my opinion eligible to remain as claimed and to have record L.M.C 11. 92 in the Register book, as recommended in Glasgow Report No 11888

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

Alfred McKeand  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Glasgow

Committee's Minute FRI 3 FEB 1893

Assigned L.M.C 11. 92



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GLS167A-0024

State if a Report is also now sent on the Ship, or if not so, and when, one will be sent.

10.-L. R. F. H.—Form No. 9.—Transfer Ink—5,000, 18/8/91  
 \*Certificate to be sent to  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)  
 THE SURVEYORS ARE REQUESTED NOT TO WRITE BELOW THIS LINE

Insert Character of Ship and Machinery precisely as in the Register Book.

*It is submitted that  
this vessel is eligible for*  
**THE RECORD**

12019<sup>a</sup> 86

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.

*L m c 11. 92*  
*J. J. S.*  
*2. 2. 93*



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