

12028

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

No. 12028 Date of Writing Report July 8<sup>th</sup> 1893 Port of Glasgow (Received at London Office THURS. 9 FEB 1893)

No. in Reg. Book 114 Survey held at Glasgow Date, first Survey 7<sup>th</sup> Decr 1892 Last Survey 7<sup>th</sup> Decr 1892

on the Machinery of the S.S. "Deerhound" Master G. Smith No. of Visits 1

Tonnage Gross 443 Net 341 Vessel built at London By whom Forrest & Son When 1882 Year 1882 Month 11

Registered Horse Power 40 Engines made at Glasgow When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

No. of Main Boilers One Owners Walker, Howard & Son Port London Voyage France

Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

in Donkey Boiler

Last Survey No. 100 A.1 Port Glasgow Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Particulars of Examination and Repairs (if any)  
(State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)

Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Repairs on account of Damage should be separated from

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " Donkey " "

If this was not done, state for what reasons? Recently Surveyed at London

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?

Exp. Circular patch piece on back end of boiler at bottom fitting satisfactory

The Donkey Boiler in which some new vertical stays have been fitted, was not open on my visit to the vessel for examination of those stays.

## 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.)

This vessel which has been laid at this Port for sometime has now sailed and with the exception of securing the new vertical stays inside the steam space, the whole of the Survey appears to be complete as per London Report No. 53406 dated 26 Sept. 1892 for record of Survey

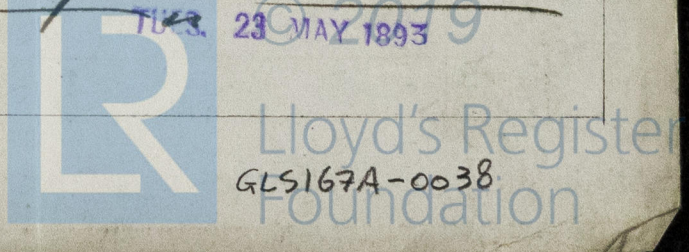
Office or Registration Fee (per Sec. 27) £	Fees applied for
Survey Fee (per Section 28) £	18
Special Damage Fee (per Section 28) £	
Travelling Expenses (if chargeable) £	Received by me, 18

\*State if Certificate is required

Committee's Minute FRI 10 FEB 1893 FRI 124 FEB 1893 TUES. 23 MAY 1893

Assigned Deferred for further survey

James Molleson  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
Glyde District





It is submitted that this  
vessel WILL BE eligible for

the record B.S. 9.92

when it has been

ascertained that the

repairs to the donkey

hoiler have been

efficiently carried

out.

C. J. S.

9.2.93

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.

12028 lbs



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