

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

12055

No. 12055 Date of Writing Report 29<sup>th</sup> Feb 1893 Port of Glasgow (Received at London Office TUES. 28 FEB 1893)  
 No. in Reg. Book 496 Survey held at Glasgow Date, first Survey and Last Survey 20<sup>th</sup> Feb 1893  
 on the Machinery of the S.S. Meraggio Master Holmes No. of Visits 1  
 Tonnage { Gross 1075 Vessel built at Belfast By whom Horsman, Clark & Co When 1883-4  
 Net 668 Engines made at Belfast When 83 Boilers, when made (Main) 83 (Donkey)  
 Registered Horse Power }  
 No. of Main Boilers 1 Owners MacLay & M<sup>r</sup> Dintyre Port Leith Voyage France  
 Steam Pressure in Main Boilers 85 lb If Surveyed Afloat or in Dry Dock Meadowside  
 in Donkey Boiler }  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel & Machinery Two A1  
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 9.91  
5573.89

Particulars of Examination and Repairs (if any) Docking +L.M.C. 7.89 133.11.92  
 (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?  
 Do. " Donkey " " "

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?

*For the purpose of ascertaining damage to which the vessel has been placed in dry dock, at which time the propeller and fastenings were examined and along with sea connections found in order.*

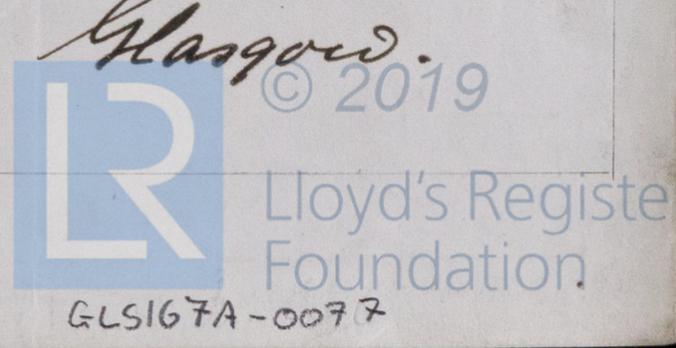
General Observations, Opinion, and Recommendation:— As far as seen  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

*The vessel's machinery is in good order and is in my opinion eligible to remain as classed without any fresh record of survey*

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

*John Sanderson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required \_\_\_\_\_  
 Committee's Minute FRI 3 MAR 1893  
 Assigned As now



L IS ALSO HOW and when. THE SURVEYOR ARE REQUESTED NOT TO WRITE ON OR BELONG TO THE MINUTE.

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

*It is submitted that  
this vessel is eligible to  
remain AS CLASS'D.*

*And 28.2.93 -*

*12055 G/S*

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.



© 2019

Lloyd's Register  
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.