

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

THURS. 25 JAN 1894

(Received at London Office)

Date of writing Report 18 \_\_\_\_\_ When handed in at Local Office 18 \_\_\_\_\_ Port of Glasgow

No. in Reg. Book. 576 Survey held at Troon Date, First Survey 18<sup>th</sup> Jan<sup>y</sup> Last Survey 20<sup>th</sup> Jan<sup>y</sup> 1894  
 on the Machinery of the Wood, Iron or Steel S. S. Turgot Master J. Lennox  
 Tonnage { Gross 1076 Vessel built at Sunderland By whom Shorl Bros. When 1873 YEAR. MONTH. 4  
 Net 697 Engines made at Warrlepool When 1873 Boilers, when made (Main) 1887 (Donkey)  
 Registered Horse Power 98 Owners J. & A. Wyllie Port London Voyage Barkander  
 No. of Main Boilers one If Surveyed Afloat or in Dry Dock Troon Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers 65  
 in Donkey Boiler 40

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Annual B.S.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ A. I.</u> <u>11.92</u>		<u>+ N.B. 5.87</u> <u>L.M.C. 11.92</u>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes and found it in a good condition

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? Yes and found them in a good condition

At what pressure were they afterwards adjusted under steam? 65

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes & found it in a good condition

To what pressure were they afterwards adjusted? 40 lb.

If the Survey is not complete state what arrangements have been made for its completion? \_\_\_\_\_

Examined the boilers as stated above.  
Examined the sea-cocks & connections & found them good.  
One propeller blade was broken. The propeller has now been renewed.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion for the record + 1.94 B.S. 1.94

(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. 0,02, B.&M.S. 0,02 or L.M.C. 0,02, as the case may be.)

	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)	£	:	:	23/11 94 Received by me, Bolitho
Survey Fee (per Section 28)	£	1	10	
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	4	6	

C. E. Cromey,  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\* State if Certificate is required \_\_\_\_\_  
 Committee's Minute \_\_\_\_\_  
 Assigned B.S. 1.94

FRI 20 JAN 1894



GLS 169-0102

12691 Gls

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.

It is submitted that  
this vessel is eligible for

**THE RECORD B.S.-1-94**

On acct of a propeller blade being

broken.

A new propeller was

fitted

*W.A.*

25-1-94



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.