

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

No. 12814

MON. 2 APR 1894

(Received at London Office)

Date of writing Report 18. When handed in at Local Office 18. Port of *Glasgow*

No. in Reg. Book. *172* Survey held at *Glasgow* Date, First Survey *✓* Last Survey *28<sup>th</sup> March 1894*

on the Machinery of the *Wood, Iron or Steel* *P. P. Beatrice* Master *J. Rodward*

Tonnage { Gross *2195* Vessel built at *Dundee* By whom *Bartlett & Haswell & Co* When *1888* YEAR. MONTH. *9*  
 Net *1442* Engines made at *Do* Boilers, when made (Main) *1888* (Donkey) *✓*

Registered Horse Power *200* Owners *C. Howard & Sons* Port *London* Voyage *Mediterranean*

No. of Main Boilers *✓* Owners *C. Howard & Sons* Port *London* Voyage *Mediterranean*

Steam Pressure—  
 in Main Boilers *150 lbs* Surveyed *Afloat or in Dry Dock* *Govan*  
 in Donkey Boiler *✓* (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>*100A1</i>		<i>*LMC 10-92</i>

Last Survey No. *✓* Port *✓*

Particulars of Examination and Repairs (if any) *Docking*

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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? *✓*

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

*When this vessel was in the above dry dock all sea cocks & connections propeller & fittings were examined externally & found in good order*

General Observations, Opinion, and Recommendation: *As far as seen the*  
 (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. 9, 92, B.&M.S. 9, 92 or M.C. 9, 92, as the case may be.)  
*machinery of this vessel is in good order in my opinion eligible to remain as classed without further record of survey*

Fee or Registration Fee (per Sec. 27) £ : : Fees applied for

Survey Fee (per Section 28) £ : : 18

Special Damage Fee (per Section 28) £ : : Received by me,

Travelling Expenses (if chargeable) £ : : 18

State if Certificate is required

Committee's Minute *TUES. 3 APR 1894*

Assigned *As now*

*A. M. McLeod*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



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 to  
remain AS CLASSED.

972-4-94

21.11.1919

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