

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

(Received at London Office 13 APR 1894)

Date of writing Report 13 APR 1894 When handed in at Local Office 13 APR 1894 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, First Survey 8th March Last Survey April 11th 1894
 470 on the Machinery of the Wood, Iron or Steel P.P. Portland Master W. Laine
 Tonnage Gross 1103 Net 581 Vessel built at Dundee By whom W. B. Thompson & Co. When 1887 Boilers, when made (Main) (Donkey)
 Registered Horse Power 260 Engines made at Do When 1887 Boilers, when made (Main) (Donkey)
 No. of Main Boilers Two Owners Clyde Shipping Co. Ltd. Port Glasgow Voyage Trading
 Steam Pressure in Main Boilers 156 lbs If Surveyed Afloat or in Dry Dock Harbour
 in Donkey Boiler 60 lbs (State name of Dock.)

Last Survey No. 12728 Port GL

Particulars of Examination and Repairs (if any) Annual Boiler

(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.)

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?

And old patch has been removed from one fitting to the centre furnace of the Port main boiler.
 Steam has been raised on the main & donkey boilers & the safety valves adjusted to the above working pressures.

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

machinery of this vessel is in good order & in our opinion is eligible to have notification B.S. 4-93

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 2 : 4 :
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

16/4/94

Received by me,

14/4/94

C. J. Bromeyer, A.M.S. & Co.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute

Assigned

B.S. 4, 94

FRI 20 APR 1894

GLS 169-0328

No. 470 is also now sent on the Ship if not whether, and when, one will be sent.

*Certificate to be sent to

Transfer Ink—10,000, 20/1/93.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

12861 glo

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. 4. 94

On 2nd of Jan 1894
a ship's paper was offered to
the Port of London

W. A.

1894 94



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO CROSS THIS MARGIN.