

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

(Received at London Office)

Date of writing Report 12th March 1894 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book. 632 Survey held at Glasgow Date, First Survey 20th Feb Last Survey 8th March 1894
 on the Machinery of the Wood, Iron or Steel S.S. "Annandale" Master W. Burgess
 Gross 1526 Vessel built at Hartlepool By whom E. Wilby & Co. When 1878.8
 Net 966. Engines made at do When 78 Boilers, when made (Main) 78 (Donkey)
 Horse Power 140. Owners Steel, Young & Co Port London Voyage N. Indies
 No. of Main Boilers 2 Surveyed Afloat or in Dry Dock Meadowside
 Steam Pressure in Main Boilers 65 lbs (State name of Dock.)
 in Donkey Boiler

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 and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1-100A1</u>		<u>L.M.C.</u>
<u>9.93.</u>		<u>6.91</u>
<u>S.S. No 3</u>		<u>B.S.</u>
<u>6.91</u>		<u>10.93.</u>

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

(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?

At 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?

On account of damage to the vessel's stern post the stern tube and shaft have been removed and afterwards refitted. One blade of the solid propeller found broken, a new propeller has been fitted in its place. The tail shaft examined and found to be as good as new. Condenser stated to be leaking, tubes & plates overhauled and repacked. The brass screw rods and nuts for adjusting thrust-shoes found stripped, new nuts and rods fitted. Damaged bridge pipes repaired. All the above on account of damage. —

The sea connections examined and found in order. —

General Observations, Opinion, and Recommendation: — As far as seen the machinery of this vessel appear to be 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) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ 2 2 :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

24/4 1894
 Received by me,
8.5.1894

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

State if Certificate is required

Committee's Minute

Assigned

FRI 4 MAY 1894

as now.

GLS 169-0396

Lloyd's Register Foundation

[illegible]

N.B.—If this Re-

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