

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

WED. 6 MAY 1894

(Received at London Office)

Date of writing Report *May 12th 1894* When handed in at Local Office 18 *Port of Glasgow*

No. in Reg. Book. *234* Survey held at *Glasgow* Date, First Survey *19th April* Last Survey *May 5th 1894*

on the Machinery of the Wood, Iron or Steel *S.S. "Lennox"* Master *Ward*

Tonnage { Gross *2051* Net *1327* Vessel built at *Glasgow* By whom *A. Stephens & Sons* When *1880* YEAR. MONTH. *6*

Registered Horse Power *240* Engines made at *Glasgow* When *1880* Boilers, when made (Main) *1880* (Donkey) *1890*

No. of Main Boilers *2* Owners *J. Warrack & Co.* Port *Leith* Voyage *China*

Steam Pressure in Main Boilers *85 lbs* If Surveyed Afloat or in Dry Dock *Afloat* (State name of Dock.)

in Donkey Boiler *80*

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>*100A1</i>	<i>12.93</i>	<i>+7.M.C. 2.92</i>
<i>S.S. Liv. 703-428</i>		<i>B.S. 6.93</i>
<i>S.S. Gl. 701-92</i>		

Last Survey No. *Annual Boilers* Port *Glasgow*

Particulars of Examination and Repairs (if any) *Annual Boilers*

(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? *Yes.*

Do. " Donkey " " " *Not due for survey*

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*

At what pressure were they afterwards adjusted under steam? *85 lbs.*

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? *✓*

The Main Boilers have been opened up, cleaned, scaled, & examined & found in good condition. Circumferential seams pored & caulked where leaking slightly. Safety valves & boiler mountings overhauled & examined, the safety valves were afterwards adjusted under steam.

General Observations, Opinion, and Recommendation:— *So far as seen the machinery of this vessel is now in good condition & in my opinion eligible to remain as classed with notation of B.S. 5, 94.*

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *12/5 1894*

Survey Fee (per Section 28) £ *1 : 10* : : Received by me, *15/5 1894*

Special Damage Fee (per Section 28) £ : : : : *Ward*

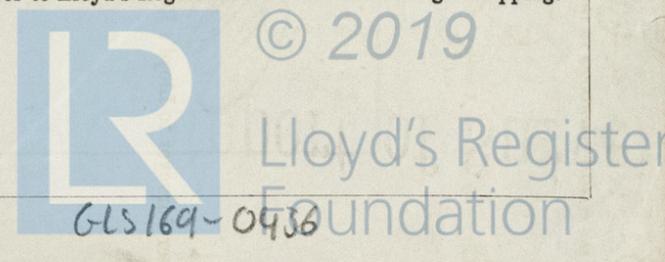
Travelling Expenses (if chargeable) £ : : : : *Ward*

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

*State if Certificate is required

Committee's Minute *FR 18 MAY 1894*

Assigned *B.S. 5, 94*



*Certificate to be sent to...
 L.P.H.—Form No. 9—Transfer Ink—5,000,1210,93.
 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.

It is submitted that
this vessel is eligible for
THE RECORD B.S. 5,94
A.F.R.
16-5-94

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.

[Faint, illegible handwriting throughout the page, likely bleed-through from the reverse side.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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