

TUES. 26 JUN 1894 13040

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

(Received at London Office)

Date of writing Report 18 When handed in at Local Office 18 Port of *Glasgow*
 No. in Reg. Book. Survey held at *Glasgow* Date, First Survey 18 June Last Survey 22 June 1894
 34 on the Machinery of the *Wood, Iron or Steel* *S. S. Durand* Master *J. McCallum*
 Tonnage Gross 400 Net 223 Vessel built at *Port Glasgow* By whom *Blackwood & Co.* When 1870
 Registered Horse Power 120 Engines made at *"* When 1870 Boilers, when made (Main) 1883 (Donkey)
 No. of Main Boilers 2 Owners *J. McCallum & Co.* Port *Glasgow* Voyage *Coasting*
 No. of Donkey Boilers 1
 Steam Pressure in Main Boilers 70 lbs. Surveyed Afloat or in Dry Dock *Helvinkhaugh Slip*
 in Donkey Boilers 40 lbs. (State name of Dock.) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any)

(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?

Vessel placed on Slipway, propellers & fastenings examined & sea cocks & valves taken adrift - examined & found in good order. Crank shaft & tunnel shafting opened up & examined, cylinders, pistons, valves, pumps & all parts of machinery overhauled, examined & found in good order.

Main & donkey boilers opened up & examined throughout, boilers cleaned & sealed. Safety valves of main & donkey boilers overhauled, examined & afterwards adjusted under steam.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 1,91, B.&M.S. 1,91 or L.M.C. 1,91, 110 lb., F.D., &c.)

this vessel is now in good order & in my opinion eligible to remain as classed with the new Record of L.M.C. 6, 94

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

Fees applied for

23/6 1894

Received by me,

25/6 1894

Alex. Field

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

*State if Certificate is required

FRI 29 JUN 1894

Committee's Minute

FRI 29 JUN 1894

Assigned

L.M.C. 6, 94



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It is submitted that
this vessel is eligible for
THE RECORD L.M.C 6-94

MA
26-6-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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