No. 13063 X

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

(Received at London Office FEB 6 JUL 1894)

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

No. in Reg. Book. 392 ~~385~~ Survey held at Glasgow Date, First Survey 8th June Last Survey 29th June 1894 (No. of Visits 3)

on the Machinery of the ~~Wood~~, Iron ~~or Steel~~ S. S. Plessey Master B. Cobb

Tonnage { Gross ~~1754~~ 1649 Net ~~1421~~ 1022 } Vessel built at Blyth By whom Hodgson & Soulsby When 1881 3 (YEAR. MONTH.)

Registered Horse Power 140 Engines made at Stockton When 1881 Boilers, when made (Main) 1881 (Donkey) 1881

No. of Main Boilers 2 Owners Watts, Ward & Co. Port London Voyage

Steam Pressure— in Main Boilers 80 ~~If~~ Surveyed Afloat ~~or in Dry Dock~~ In Dry Dock Pois Clyde & Govan Dry (State name of Dock.)

in Donkey Boiler

Last Survey No. Port

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).
✠ 100 A1 10,92		✠ LMC 12,93
S.S. Cliff 02-89		

Particulars of Examination and Repairs (if any) Limitation

(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?

Examined flaw in Crank Shaft at No 2 Bearing & found no apparent alteration or extension of same.

Vessel placed in Govan dry dock, examined Propeller & fastenings & outside Sea connections found all in good order.

General Observations, Opinion, and Recommendation:— The Machinery of this

(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 ✠L.M.C. 9,92, as the case may be.)

Vessel so far as seen is now in good order & eligible in my opinion to remain as Classed, subject to the Crank Shaft being again examined when the annual Boiler Survey is carried out.

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

Fees applied for ..... 18 .....

Received by me, ... 18 .....

Alex. Kidd

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

*State if Certificate is required

Committee's Minute TUES. 10 JUL 1894

Assigned as now

note limit

16—LRPH—Form No. 9—Transfer Ink—5,000,12/10/93.

*Certificate to be sent to

(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.

GLS170-0140

It is submitted that this vessel is eligible to remain AS CLASSED.

13063

Subject to

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.

The Crank shaft in way of No 2 bearing. Being again examined within 6 Months —

W. A.
6-7-94

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.