

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 2nd August Last Survey 11th August 1894
 713 on the Machinery of the Wood, Iron or Steel R. P. City of Dundee Master Anderson
 Tonnage { Gross 4672 Net 3008 Vessel built at Belfast By whom Workman Clark & Co When 1890. 6
 Registered Horse Power 700 Engines made at Glasgow When 1890 Boilers, when made (Main) 1890 (Donkey) 1890
 No. of Main Boilers 4 Owners E. Smith & Sons Port Glasgow Voyage Calcutta
 No. of Donkey Boilers 1 Surveyed Afloat or in Dry Dock Brown
 Steam Pressure in Main Boilers 160 lbs
 in Donkey Boilers 80 lbs
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) S.S. 901

(Periodical Surveys, when held, must be reported in detail and verbatim 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?

At what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

Cylinders pistons slide valves pumps & shafting examined & found in good order, when in dry dock & all sea cocks & connections were overhauled. The propeller & fittings examined & found in good order. A small flaw was found in thrust shaft between the collars. This flaw has been marked & in my opinion should be examined again on the vessel's return in about three months time, a notice to this effect has been sent to the Owners.

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. 4, 94, B.M.S. 4, 94 or L.M.C. 4, 94, 140 lb., F.D., &c.)

This vessel is now in good order & in my opinion eligible to have notification L.M.C. 8, 94 subject to the thrust shaft being examined in three months

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 5 : 10.
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

13/8/94

Received by me,

14/8/94

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

*State if Certificate is required.

Committee's Minute FRIDAY 24 AUG 1894

Assigned L.M.C. 8, 94

TUES. 20 NOV 1894

FRI 1 MAR 1895

FRI 21 JUN 1895

Lloyd's Register Foundation

GLS170-0228

submitted that
this vessel is eligible for
RECORD + LMC 8,94

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.

The Thrill shaft being
examined
again, within 3 months

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

A P S
22-8-94
13130

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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