

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

No. 13134.

MON. 20 AUG 1894

Date of writing Report 17<sup>th</sup> Aug 1894 When handed in at Local Office 18 Port of Glasgow  
 No. in Reg. Book 664 Survey held at Glasgow Date, First Survey 24<sup>th</sup> July Last Survey 2<sup>nd</sup> Aug 1894  
 on the Machinery of the Wood, Iron or Steel S.S. Prome Master Pagan  
 Tonnage { Gross 3550 Net 2299 Vessel built at Dumbarton By whom Mr. Benny Morris When 1893-12  
 Registered Horse Power 262 Engines made at do When 93 Boilers, when made (Main) 93 (Donkey) 93  
 No. of Main Boilers 2 Owners Burns & Co. Ltd. Port Glasgow Voyage Rangoon  
 No. of Donkey Boilers 1 If Surveyed Afloat in Dry Dock Govan  
 Steam Pressure in Main Boilers 160 lbs. (State name of Dock.)  
 in Donkey Boilers 80 lbs.

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

(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.)

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 how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1-100 A 1</u> <u>3.94.</u>		<u>1-2 M.C</u> <u>12.93.</u>

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?

On account of damage through fire, originating in the Engine Room store, the vessel has been placed in dry dock and all sea connections examined and found in order. Propeller and fastenings all good.

The following damage was done by the fire. Engine Room skylight and cleating of cylinders destroyed also all the contents of the store-room, lead pipes and fittings. No damage was done to the machinery itself.

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. 1,01, B.&M.S. 1,01 or L.M.C. 1,01, 140 lb., F.P., &c.)

Seen from above survey the vessel's machinery appears 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).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				18

\*State if Certificate is required.

Committee's Minute

Assigned

TUES. 21 AUG 1894

as now

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

*John Sanderson*  
 Glasgow  
 Lloyd's Register Foundation

GLS170-0234



submitted to  
the vessel is eligible to  
bind as CLAUDED

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.

20-8-94

13134 1/2

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation