

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

(Received at London Office) WED. 22 AUG 1894

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 Aug 6th Last Survey Aug 20th 1894
6429 on the Machinery of the Wood, Iron or Steel P.P. City of Dublin Master Gunnham
Tonnage Gross 326 Net 2150 Vessel built at Belfast By whom J. & W. Hall & Co When 1888 1
Registered Horse Power 380 Engines made at Glasgow When 1888 Boilers, when made (Main) 1888 (Donkey)
No. of Main Boilers Owners C. Smith & Sons Port Glasgow Voyage Calcutta
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 110 lbs
in Donkey Boilers 90 lbs
Surveyed Afloat or in Dry Dock Dry Dock
(State name of Dock.)

Last Survey No. Port
Particulars of Examination and Repairs (if any) Docking
(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? ☒
the Surveyor examine the Safety Valves of the Main Boiler? ☒
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? ☒

When this vessel was in the above dry dock all sea coasts & connections were overhauled, the propeller shaft was drawn in for examination a flaw was found at end of shaft liner, a new shaft has now been fitted. This shaft was made by the Darlington Forge & finished by the London & Glasgow Engineering Co, & on examination appeared to be sound & free from defects.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is now in good order in my opinion eligible to remain as cleared without further record of survey

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18
Survey Fee (per Section 28) £ : : Received by me, 18
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
C. E. Bromley
A. M. Hand
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
Committee's Minute FRIDAY 24 AUG 1894
Assigned As now

13136 Geo

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.

On acct of a flaw having been found
in the propeller shaft
A new one was fitted

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

M.A.
22. 8-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation