

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

(Received at London Office SAT. 3 SEP 1894)

Date of writing Report 18 When handed in at Local Office 18  
No. in Reg. Book. Survey held at Glasgow Date, First Survey 19 June Last Survey 13 Aug 1894  
on the Machinery of the Wood, Iron or Steel P.P. Island Master J.B. McMillan  
Gross 3002 Net 3507 Vessel built at Belfast By whom Harland & Wolff When 1892 12  
Registered Horse Power 505 Engines made at Do When 1892 Boilers When made (Main) 1892 (Donkey) ✓  
No. of Main Boilers four Owners Nippon Yusen Kaisha Port Yokohama Voyage Japan  
No. of Donkey Boilers ✓  
Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Enam (State name of Dock.)  
in Donkey Boilers ✓

Last Survey No. Port  
Particulars of Examination and Repairs (if any) Docking  
(Periodical Surveys, when held, must be reported in detail and serialim 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year Assessed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100A1 3-94 S.S. 103-3/94		*L/MC 3-94

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? ✓

When this vessel was in the above dry dock all sea cocks & connections were taken down & examined found in good order. The propeller & fastenings were examined two propeller blades were removed & new tips burnt on

General Observations, Opinion, and Recommendation:—As far as seen the machinery of this vessel is in good order in my opinion eligible to remain as named without 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).....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

\*State if Certificate is required  
Committee's Minute TUES. 11 SEP 1894  
Assigned As now



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 tops of 2 of the propeller blades  
were burnt on - (reason not given)

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

13166 gcs.

W.A.  
Sept 9-94



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.