

No. 13166

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 _____
 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, First Survey 19 June Last Survey 15 Aug 1894
 on the Machinery of the Wood, Iron or Steel P.P. Island Master J.B. McWilliam
 Tonnage Gross 3702 Net 3507 Vessel built at Belfast By whom Harland Wolff When 1892 YEAR. MONTH. 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 Tokyo Voyage Japan
 No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Smear
 Steam Pressure in Main Boilers 200 in Donkey Boilers ✓
 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.	Year Assessed may expire.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A1</u> <u>3-94</u> <u>S.S. No. 103-3/94</u>		<u>L/M/C 3-94</u>

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Docking

(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?

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 regards the machinery of this vessel is in good order in my opinion eligible to remain as classed without fresh record of survey*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	
				Received by me,
				18

A. McWilliam
 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



GLS170-0275

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

It is submitted that this vessel is eligible to remain UNCLASSIFIED.

13166 ges
P. A.
9-94

N.B.—If this Report is copied by Copying Press, special 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 SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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