

TUES. 11 SEP 1894

# 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 Survey held at Glasgow Date, First Survey 23<sup>rd</sup> Aug<sup>r</sup> Last Survey 28<sup>th</sup> Aug<sup>r</sup> 1894  
No. in Book 45 on the Machinery of the Wood, Iron or Steel P. P. Sourcoing Master Hawthorn  
Tonnage { Gross 548 Vessel built at Glasgow By whom Mackie & Thomas When 1892 11  
Net 299 Engines made at Do When 1892 Boilers, when made (Main) 1892 (Donkey) Do  
Registered Horse Power 70 Owners Weatherly, Mud & Murray Port London Voyage \_\_\_\_\_  
No. of Main Boilers 1 Do Surveyed Afloat or in Dry Dock Glasgow  
Steam Pressure in Main Boilers 160 lbs (State name of Dock.)  
in Donkey Boiler 80

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Years	Machinery and Boiler
<input checked="" type="checkbox"/> for Special Survey.	Assessed	Surveys
Date of last Survey and of Periodical Surveys.	expired.	(including date of N.B., if any).
<u>100A1</u>	<u>11-93</u>	<u>LMC 11-92</u>

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) Boiler & 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.)

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?

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 opened up & examined & found in good order  
In account of Damage, the propeller shaft was drawn in & on examination found in good order  
The tips of two of the propeller blades were found to be broken off for about seven inches.

General Observations, Opinion, and Recommendation:— As far as seen the  
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 0,02, B.&M.S. 0,02 or L.M.C. 0,02, as the case may be.)

Machinery of this vessel is in good order & in my opinion eligible to remain as classed with-out further record of survey

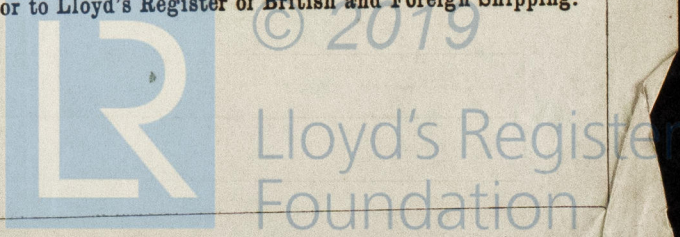
Office of Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	<u>3/9</u> 18 <u>94</u> <u>M.C.L.</u>
Special Damage Fee (per Section 28)	£	1	1	<u>12.</u>
Travelling Expenses (if chargeable)	£	:	:	Received by me, <u>11.9</u> 18 <u>94</u>

A. M. C. L.  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute FRIDAY 14 SEP 1894

Assigned Do now





131709s.

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.

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

11-9-94

the first record of survey

in the type of the ship's papers were found to  
be in the communication found in the  
the account of damage, the paper is kept in  
found in great order  
the ship's papers were found to be in the  
the account of damage, the paper is kept in

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.