

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

No. 13214

(Received at London Office) FRIDAY 12 OCT 1894

Date of writing Report 11th Oct 94 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book 115 Survey held at Ardrossan Date, First Survey 10th Oct Last Survey 10th Oct 1894
 on the Machinery of the Wood, Iron or Steel S.S. "Baron Cribank" Master W. H. Smith
 Tonnage Gross 1792 Net 1135 Vessel built at P. Glasgow By whom Murdoch Murray When 1889-6
 Registered Horse Power 160 Engines made at Glasgow When 1889 Boilers, when made (Main) 1889 (Donkey) 1889
 No. of Main Boilers Two Owners H. Hogarth Port Ardrossan Voyage Not Known
 No. of Donkey Boilers one
 Steam Pressure in Main Boilers 160 lb. Surveyed at Ardrossan in Dry Dock
 in Donkey Boilers 70 lb. (State name of Dock.)
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

(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? No
 Do. " Donkey " " " No
 If this was not done, state for what reasons? No survey due
 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? No
 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 dry dock, the main injection valve opened out and examined. One propeller blade broken at the tip - was taken off, and a new one fitted. The propeller shaft was partially drawn in, and a new feather fitted to it. The other sea-connections were examined externally, and found in good order.

General Observations, Opinion, and Recommendation:— This vessel's machinery, as far as seen, is in safe working condition, and eligible in my opinion, to remain as classed, 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) £ : :
 Travelling Expenses (if chargeable) £ : :
 Received by me, R. I. Beveridge
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
 Committee's Minute TUES. 16 OCT 1894
 Assigned As now

State if a survey is also now so on the ship, yes or if not whether, and when, one & all be sent.

Certificate to be sent to
 16-LAPH-Form No. 9—Transfer Ink—5,000, 4,4, 94.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

13214 *Ass.*
On acct of a propeller blade being broken
A new blade was fitted

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 AS CLASSED.

W.A.
12-10-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation