

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

(Received at London Office)

Date of writing Report 15 When handed in at Local Office 15 Port of Glasgow

No. in Reg. Book 37 Survey held at Glasgow Date, First Survey 11 Oct 1894 Last Survey 15 Oct 1894

on the Machinery of the Wood, Iron or Steel S.S. Quiring Master J. McCallum

Tonnage { Gross 460 Net 223 Vessel built at Port Glasgow By whom Blackwood & Co. When 1870

Registered Horse Power 120 Engines made at do. When 1870 Boilers, when made (Main) 1883 (Donkey) 1880

No. of Main Boilers 2 Owners J. McCallum & Co. Port Glasgow Voyage Coasting

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Kilmahong Shipyard Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 70 lbs in Donkey Boilers 40 lbs

Last Survey No. Port

Particulars of Examination and Repairs (if any) 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?

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?

Damage (see Damage Survey Report hereto attached).

Vessel placed on Slipway, examined Propeller & fastenings & outside Sea Connections, tail shaft drawn in & examined & all Shafting opened up & examined all found in good order. Four new Propeller blades fitted.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alterations required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example B.S. 1,01, B.&M.S. 1,01 or G.L.M.C. 1,01, 140 lb., F.D., &c.)

is now in good order so far as seen & in my opinion eligible to remain as classed without fresh record of Survey

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 24/10/94

Survey Fee (per Section 28) £ : : Received by me, 24/10/94

Special Damage Fee (per Section 28) £ 2 : 2 : 0

Travelling Expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

Committee's Minute As now

Assigned As now

FRIDAY 20 OCT 1894

On account of damage  
4 ram propeller blades were 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.

M.A.  
25-11-94

13285-

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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