

## Report of Survey for Repairs, &amp;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 Reg. Book. Survey held at *Dumbarton* Date, First Survey *Aug 20<sup>th</sup>* Last Survey *Aug 26<sup>th</sup>* 189*6*

172 on the Machinery of the *Wood, Iron or Steel* *S.S. Alicante* Ex. *Pegu* Master *A. Benin*

Tonnage { Gross *3778* Net *2408* Vessel built at *Dumbarton* By whom *Tom Denny & Co.* When *1889* 4

Registered Horse Power { *402* Engines made at *Do* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*

No. of Main Boilers *2* Owners *Compania Transatlantica* Port *Barcelona* Voyage *Cuba*

No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *on the Dock*

Steam Pressure in Main Boilers *180* (State name of Dock.)

in Donkey Boilers *180*

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

CHARACTER * for Special Survey Date of last Survey Periodical Survey	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 A. 8. 95</i>		<i>B.S. 8. 95-</i>
<i>SS Glas 101. 93</i>		<i>+LMC. 2. 94</i>

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Annual Boiler*

(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?

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

*When this vessel was on the hard at Dumbarton the propeller shaft was drawn in for examination the end of after turn was found to be slack at one point, the shaft was appeared to be slightly bent. The spare shaft has now been fitted, the stub tube it was then found did not require the bottom slips removing. The Cylinders, pistons & valves pumps & shafting were examined and found in good order.*

General Observations, Opinion, and Recommendation:— *The machinery of this*

(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 alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.95, B.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

*vessel as far as seen is now in good order & in our opinion eligible to have the notification +LMC. 8. 96 in the Register Book*

Office or Registration Fee (per Sec. 27) £

Survey Fee (per Section 28) £

Special Damage Fee (per Section 28) £

Travelling Expenses (if chargeable) £

Fees applied for

*25/87 18 96 P.L.W.*

Received by me,

*24/87 18 96**A. McEwan*

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

State if Certificate is required

Committee's Minute

Assigned

TUES 1 SEP 1896

*+LMC 7. 96*

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65175-0286