

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

(Received at London Office)

TUES, 13 OCT 1886

Date of writing Report *12<sup>th</sup> Oct<sup>r</sup>* 18 *96* When handed in at Local Office *Glasgow* 18 *96* Port of *Glasgow*

No. in Reg. Book. *357* Survey held at *Glasgow* Date, First Survey *4<sup>th</sup> May 1896* Last Survey *8<sup>th</sup> Oct 1896*

*on the Machinery of the Wood, Iron or Steel* Master *W. H. Taylor*

Tonnage Gross *1297* Net *997* Vessel built at *Whitby* By whom *Turnbull & Son* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*

Registered Horse Power *189* Engines made at *Stockton* When *1881* Owners *Murray & Mc Intyre* Port *Whitby* Voyage *Spain*

No. of Main Boilers *2* No. of Donkey Boilers *1* Steam Pressure in Main Boilers *80 lbs* in Donkey Boilers *80 lbs* Surveyed Afloat or in Dry Dock *Queens* (State name of Dock.)

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

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+ 100A1</i>	<i>11-95</i>	<i>+ L.M.C</i>
<i>B.S. 9-95</i>	<i>11-95</i>	<i>B.S. 8-95</i>

Last Survey No. *14684* Port *Glasgow*Particulars of Examination and Repairs (if any) *Completion of 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? *Complete*

*Steam raised in the main boiler, and the safety valves adjusted.*

General Observations, Opinion, and Recommendation:— *This vessel's machinery, in my opinion, is in safe working condition, as far as seen, and is now eligible for record B.S. 9-96, in the Register Book.*

(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.)

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

18

Received by me,

19

*R. J. Buerick*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

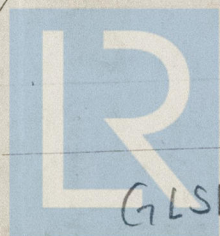
State if Certificate is required

Committee's Minute

Assigned

TUES, 20 OCT 1886

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