

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

(Received at London Office)

TUES 16 FEB 1897

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book 796 Survey held at Glasgow Date, First Survey 1st Feb 1894 Last Survey 8th Feb 1894

on the Machinery of the Wood, Iron or Steel Clan Macintosh Master M. J. Rule

Gross Tonnage 3994 Net Tonnage 2591 Vessel built at Glenrock By whom Scott & Co When 1883 YEAR. MONTH. 6

Registered Horse Power 528 Engines made at Banow When 1892 Boilers, when made (Main) 1894 (Donkey) 1896

No. of Main Boilers two Owners Cayen Iron & Co Port Glasgow Voyage Batavia

No. of Donkey Boilers one Steam Pressure in Main Boilers 160 in Donkey Boilers 100 Surveyed Afloat or in Dry Dock Quins & Goran Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. PortParticulars of Examination and Repairs (if any) Annual

(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?

The main boiler opened out, examined internally and externally found in good condition. The safety valves and other mountings found in good condition. Steam raised and the safety valves found to blow at 160 lb. S.D.

The donkey boiler opened out, examined internally and externally found in good condition. The safety valves and other mountings found good. Steam raised and the Safety Valves found to blow at 100 lb. S.D. The Engines opened out, examined cylinders, cylinder faces, slide valves, pistons, good, the crank, thrust and tunnel shafting good, the air and circulating feed and bilge pumps good, also the condenser, all sea connections found good, a new propeller shaft has been fitted and the bottom half of the stern bush renewed.

General Observations, Opinion, and Recommendation:— The Machinery of this vessel is now in good condition and in my opinion eligible to remain as classed with record of H L M C 2,97 noted in the Register Book.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

*State if Certificate is required

Committee's Minute FRI. 19 FEB 1897Assigned + L M C 2,97

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



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Has a Survey also been held on ship? If so, is the Report sent now, or when will it be sent?

*Certificate to be sent to

2043-24/3/94-Transfer Fee.

(The Surveyor is 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.

Propeller shaft & part wood in stern bush renewed.

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 for
THE RECORD. + L.M.C. 297

R.B.

16/2/99

AS THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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