

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

(Received at London Office)

MON 5 APR 1897

Date of writing Report *2^d April 97* When handed in at Local Office *18* Port of *Glasgow*
 No. in Reg. Book. *339* Survey held at *Glasgow* Date, First Survey *4* Last Survey *26 March 1894*
 on the Machinery of the *Wood, Iron & Steel* *S.S. Marlay* Master *John Dill*
 Tonnage { Gross *486* Net *349* Vessel built at *Belfast* By whom *Harman Clark & Co.* When *1890-9*
 Registered Horse Power *140* Engines made at *Edinburgh* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*
 No. of Main Boilers *two* Owners *R. Edmond & Co. Ltd.* Port *Glasgow* Voyage *Coasting*
 No. of Donkey Boilers *one* If Surveyed Afloat or in Dry Dock *Glasgow*
 Steam Pressure in Main Boilers *90 lbs* in Donkey Boilers *20 lbs*

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100A1</i>	<i>10-96</i>	<i>+L.M.C</i>
<i>S.S. Jan 1894-96</i>	<i>10-96</i>	<i>B.S. 10-96</i>

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

(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? *No* If spare propeller shaft fitted, state whether new?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

When in dry dock, examined propeller, sea-cocks & fastenings, externally, all found in good order. Condenser tubes drawn, and condenser cleaned. Several minor repairs to engines now done.

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 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.)

as far as seen, in my opinion is in safe working condition, and eligible to remain as classed, without fresh record of survey.

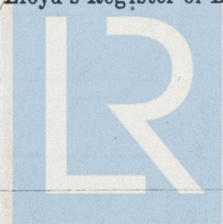
Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ : : 18
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 Received by me, 18

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

*State if Certificate is required

Committee's Minute

IUES 6 APR 1897

Assigned *As now*

Lloyd's Register
Foundation
GLS177-0179

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.*

5/4/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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