

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

(Received at London Office)

JUN 20 APL 1897

Date of writing Report *13<sup>th</sup> April 97* When handed in at Local Office *is* Port of *Glasgow*  
 No. in Reg. Book. *611* Survey held at *Troon* Date, First Survey *30<sup>th</sup> March* East Survey *5<sup>th</sup> April 1897*  
 on the Machinery of the *Wood, Iron or Steel* *S.S. Angelo* Master *Mr. Indre*  
 Tonnage { Gross *100* Net *43* Vessel built at *Glasgow* By whom *Mackie & Thomson* When *1894* Year. Month. *1*  
 Registered Horse Power *100* Engines made at *Glasgow* When *1894* Boilers, when made (Main) *1894* (Donkey) *✓*  
 No. of Main Boilers *one* Owners *D. Kawan. Jun<sup>r</sup>* Port *Glasgow* Voyage *Coasting*  
 No. of Donkey Boilers *one* If Surveyed *As above* or in Dry Dock *Troon*  
 Steam Pressure in Main Boilers *100 lb.* in Donkey Boilers *✓* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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

(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? *yes*

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? *yes* At what pressure were they afterwards adjusted under steam? *Not adjusted*

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? *yes* 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? *Main Boiler safety valves*

*to be tested on return of vessel in a few days time.*

*Propeller shaft drawn in & found good; all sea- cocks, pumps, cylinders, pistons and shafting examined. Main boiler and mountings examined and found in good order. Two screwed stays to comb<sup>n</sup> chamber back plate renewed at this time.*

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.)

*in my opinion, is in safe working condition, and will be eligible to have record + L.M.C. 4-97 in the Register Book, on completion of survey*

Office or Registration Fee (per Sec. 27)..... £ *2: 18: "*  
 Survey Fee (per Section 28)..... £ *2: 18: "*  
 Special Damage Fee (per Section 28)..... £ *:*  
 Travelling Expenses (if chargeable)..... £ *11: 3: "*

Fees applied for *14/4 94 8 45*  
 Received by me, *27.4.97*

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

\*State if Certificate is required.

Committee's Minute *FRI, 23 APL 1897*

*FRI, 28 MAY 1897*

Assigned *Deferred*



v.t. No 1 due 1/27 to be completed in a few days

Two screws stays

It is submitted that this vessel WILL BE eligible for the record.

+ L.H.C. 4, 97 when the train Boile Lafite's orders have been adjusted under steam

*W.L.*  
2/14/97

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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