

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

(Received at London Office)

SAT 17 JUL 1897

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow  
 No. in Reg. Book. Survey held at Glasgow Date, First Survey 4 Last Survey 1st July 1897  
244 on the Machinery of the Wm. Lums Steel Ss "Herkdale" Master Cambridge  
 Tonnage { Gross 2873 Vessel built at Sunderland By whom Barham Haswell & Co When 1894 2  
 Net 1853 Engines made at " When 1894 Boilers, when made (Main) 1894 (Donkey) 1894  
 Registered Horse Power 253 Owners J. R. Cuthbertson & Co Port Glasgow Voyage Bombay  
 No. of Main Boilers 2 No. of Donkey Boilers 1  
 Steam Pressure in Main Boilers 160 Surveyed Afloat on Dry Dock Lums  
 in Donkey Boilers 80 (State name of Dock.)

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

(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.)

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.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ 100 A1</u> <u>Spar Dr</u> <u>11.96</u>		<u>+ LMC</u> <u>2.94</u>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

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 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? ✓

The shaft which was replaced by the spare one at Liverpool and subsequently put into the lathe and turned up, has now been examined it being on board as spare, also the repairs to the Bilge pumps. The particulars of which have been embodied in a Damage Report held at the request of the Owner's Superintendent (as per copy appended).

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, S.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

vessel as far as seen is in good order and eligible in my opinion to remain as classed in the Register

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ : :  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 \* State if Certificate is required

Fees applied for

15/4 1894

Received by me;

16/4 1894

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

Committee's Minute

JUL 27 1897

Assigned As now

GLS178-0142



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.

26/1/97

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



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Foundation