

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

(Received at London Office.

SAT. 4 SEP 1897

Date of writing Report 3rd Sept^r 1897 When handed in at Local Office 3rd Sept^r 1897 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, First Survey 25th Aug^r Last Survey 30th August 1894
11 on the Machinery of the Wood, Iron or Steel & Chelucto Master J. Haddie
 Tonnage Gross 548 Net 184 Vessel built at Glasgow By whom J. Shearer & Son When 1894 Boilers, when made (Main) 1894 (Donkey) ✓
 Registered Horse Power 74 Engines made at " Owners J. Shearer & Son Port Glasgow Voyage Dartmouth &c.
 No. of Main Boilers 2 No. of Donkey Boilers 1 If Surveyed Afloat ✓ in Dry Dock Shearers' Slipway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers 120 lb. in Donkey Boilers "

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

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Assigned now required.	Machinery and Boiler Surveys (including date of N.B., if any).
100 At. Class Contemplated for Ferry Purposes &c.		

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 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? "

Damage stated to have been sustained through stress of weather:
Propellers, Stern Pushes and fastenings of sea connections
examined and found in good condition. One main discharge
pipe has been repaired at flange where found cracked and one
length has been renewed. One steam exhaust pipe from air
pump steam cylinder has been repaired. A number of joints on
main Boilers have been re-made. And the studs in the plate
securing the two main Boilers have been renewed. Two Boiler
tubes expanded where leaky.

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. 9,93, B.&M.S. 9,93 or L.M.C. 9,93, 140 lb., F.D., &c.)

Vessel is now in good and efficient condition and
eligible in my opinion to remain as classed.

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

*State if Certificate is required "Committee's Minute "Assigned As now

TUES. 7 SEP 1897

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

GLS 178-0286 (1/12)

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Some small repairs made due to damage.

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.

LL
6/9/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Port of Glasgow S.S. "Chebucko." Continuation of Report No. 15463 dated 30th August 1894 on the

peak and one in after peak and one knee plate on each side increased in size in compartment abaft fore peak, and the trans "tunnels" for the voyage and temporary breakwaters fitted at each end of vessel.

Some ^{few} rivets, which were started in leaf of angle connecting sheer stake to belting round bow sparson, have been renewed, belting which was renewed being refitted and one length 15' 6" long, split and broken renewed.

Fore peak filled with water to retest same after repairs were completed and found satisfactory.

Other minor repairs in saloon now made good, for full particulars please see copy of damage survey report attached hereto.

J. J.
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