

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

FRI, 21 JAN 1898

(Received at London Office)

Date of writing Report *14 Jan 1898* When handed in at Local Office *14 Jan 1898* Port of *Glasgow*
 No. in Reg. Book. *616* Survey held at *Glasgow* Date, First Survey *4* Last Survey *15 Jan 1898*
 on the Machinery of the *Wood, Iron or Steel* *St. Merjulio* Master *Smith*
 Tonnage { Gross *1442* Net *964* Vessel built at *Kent St. Wood* By whom *H. Gray 1604* When *1884* Boilers, when made (Main) *1884* (Donkey) *1896*
 Registered Horse Power *154* Engines made at *Stockton* When *1884* Owners *Dumfries & Co. (Henderson & Port Leith)* Voyage
 No. of Main Boilers *1* Owners *Dumfries & Co. (Henderson & Port Leith)* Voyage
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Henderson's*
 Steam Pressure in Main Boilers *85 lb* (State name of Dock.)
 in Donkey Boilers *80 lb*

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

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.	Times Assigned required.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100 A. 1</i>	<i>+</i>	<i>LMC. 6, 96</i>
<i>6, 94</i>		<i>B.S. 6, 94</i>
<i>S.S. 100, 1, 96.</i>		

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?

Kessel docked to rejoin. Blow off cock the joint of which was started by scrubbing against a pile.

Blow off cock rejoined. Propeller, Stern Bush and fastenings of other sea cocks good. Stern Bush worn down about 8 in.

General Observations, Opinion, and Recommendation:— *As far as seen 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 X.L.M.C. 9, 95, 140 lb., F.D., &c.)

Machinery is 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, *Wm. Austin*

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

*State if Certificate is required

Committee's Minute

TUES, 25 JAN 1898

Assigned *As now*

Blow off cork repointed 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
21/1/98

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