

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's Master Smith

Tonnage { Gross 1442 Net 964 Vessel built at Kent St Paul By whom H. Gray 1603 When 1884 MONTH.

Registered Horse Power 154 Engines made at Stockton When 1884 Boilers, when made (Main) 1884 (Donkey) 1896

No. of Main Boilers 1 Owners Dumfries S.S. 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 lbs in Donkey Boilers 80 lbs

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

CHARACTER. Date of last Survey and of Periodical Surveys.	Times Assigned or revised.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.P.		+ L.M.C. 6, 96
6, 94		B.S. 6, 94
S.S. No. 1, 96.		

Last Survey No. Port

Particulars of Examination and Repairs (if any) Propeller etc.

Periodical Surveys, when held, must be reported in detail and serialim 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? 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 men.

General Observations, Opinion, and Recommendation:— As far as seen this vessel's

(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.)

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

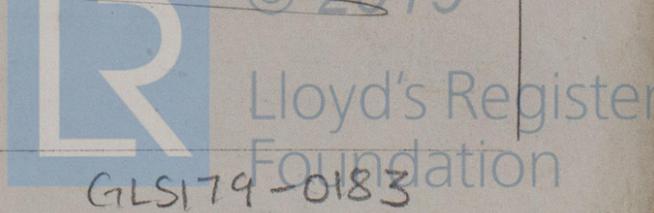
	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee (per Section 28)				
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				
				Received by me,
				18

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



The Surveyors are requested not to write on or below the space for Committee's Minute.

*Certificate to be sent to

Blow off cork re-pointed 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.

[Signature]
21/1/98

THE OPERATIONS THE REGISTERED SHIP TO ABILE VESSEL THIS WYTHIN

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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