

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

MON 28 FEB 1893

(Received at London Office)

Date of writing Report 18 When handed in at Local Office 18 Port of Glasgow

No. in Reg. Book. 3 Survey held at Glasgow Date, First Survey and Last Survey 22<sup>nd</sup> Feb 1898

on the Machinery of the Wood, Iron or Steel SS. Ursula Bought Master Whitson

Tonnage { Gross 3296 Net 2144 Vessel built at Sunderland By whom J. Priestman When 1897

Registered Horse Power 300 Engines made at Steelton When 1897 Boilers, when made (Main) 1897 (Donkey) 1897

No. of Main Boilers 1 Owners W. L. Bought Port London Voyage

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 160 in Donkey Boilers 80

Surveyed at or in Dry Dock Goran

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

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking

(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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Year last examined how often.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A1 7-97		+LMC 6-97

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? no 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?

When this vessel was in the above dry dock all air cocks & connections propeller & fastenings were examined externally & found in good order

General Observations, Opinion, and Recommendation:—As far as seen the machinery of this vessel is in good order & in my opinion eligible 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) £ : : Received by me,

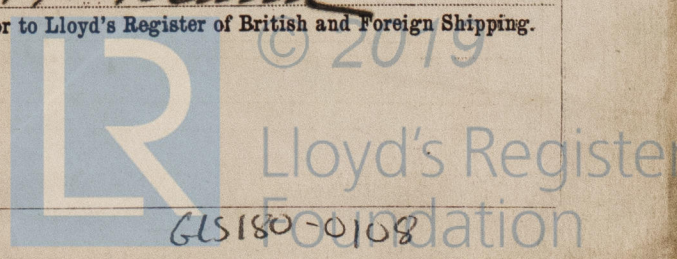
Travelling Expenses (if chargeable) £ : : 18

State if Certificate is required

Committee's Minute TUES. 1 MAR 1893

Assigned as now

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





It is submitted that  
this vessel is eligible to  
remain as CLASSED.

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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