

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

(Received at London Office)

FRI, 6 MAY 1898

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 26 April Last Survey 2nd May 1898

301 on the Machinery of the Wood, Iron or Steel

L.S. Clyde

Master Captain

Tonnage { Gross 1531
Net 993

Vessel built at Newcastle

By whom L. Swan & Hunter

When 1882 8

Registered Horse Power 180

Engines made at do

When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

No. of Main Boilers 2

Owners MacLay & Co. Ltd.

Port Glasgow

Voyage Bordeaux

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 80 lbs

If Surveyed Afloat or in Dry Dock Laminus Quay

(State name of Dock.)

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).
+100 A1 8-97		+LMC 1-95 B.S. 1-97
S. S. No. 3-1-95.		

Last Survey No. Port

Particulars of Examination and Repairs (if any) Boiler Survey

(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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

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? Yes

At what pressure were they afterwards adjusted under steam? 80 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted? 75 lbs

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? Complete

Examined main boilers, & found in good condition, also their safety valves, & all boiler mounting, & adjusted main, & donkey boiler safety valves under steam to the above pressures.

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

vessel is, in my opinion, in safe working condition, & eligible to remain as classed with fresh record B.S. 3-98.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	15
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				15

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

* State if Certificate is required

Committee's Minute

Assigned

TUES. 10 MAY 1898

B.S. 3. 98

The main Boiler having been examined
all safety valves adjusted

It is submitted that
this vessel is eligible for
THE RECORD.

B. 13, 98

6/5/98

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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