

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

(Received at London Office.)

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

No. in Reg. Book. 932 Survey held at Glasgow Date, First Survey and Last Survey 5. May 1898

on the Machinery of the Wood, Iron or Steel SS. Collingwood Master A. C. Aikman

Tonnage { Gross 2397 Net 1527 Vessel built at Stirling By whom Richardson Duct When 1896 YEAR. MONTH.

Registered Horse Power 246 Engines made at do When 1896 Boilers, when made (Main) 1896 (Donkey) 1896

No. of Main Boilers ✓ Owners SS. Campdown & Co Ltd Port London Voyage Port Said

No. of Donkey Boilers ✓ If Surveyed Afloat or in Dry Dock Govan

Steam Pressure in Main Boilers 160 in Donkey Boilers 90

Last Survey No. Port

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 and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>#100 A1-1097</u>		<u>+LMC 9-90</u>

Particulars of Examination and Repairs (if any)

(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?

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?

90. 3 1/16 down

If the Survey is not complete state what arrangements have been made for its completion?

When in the above dry dock all sea cocks propeller
fastenings examined & found in good
order

General Observations, Opinion, and Recommendation:—As far as regards the

(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 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)	£	:	:	16
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	16

*State if Certificate is required

Committee's Minute

FRI, 20 MAY 1898

Assigned

as now.

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



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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.*

17.5/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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