

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

(Received at London Office SAT. 2 JUL 1898)

Date of writing Report 18 When handed in at Local Office 18 Port of *Glasgow*
 No. in Reg. Book. *63 446* Survey held at *Glasgow* Date, First Survey *20 June* Last Survey *22 June 1898*
 on the Machinery of the *Wood, Iron or Steel* *S. S. Linn* Master *J. Edgar*
 Tonnage { Gross *389* Vessel built at *Liverpool* By whom *Liverpool Forge Co* When *1883* 11
 Net *125* Engines made at *do* When *1883* Boilers, when made (Main) *1883* (Donkey) ✓
 Registered { Horse Power *60* Owners *L. M. Macdellan* Port *Londonderry* Voyage *Coasting*
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *Helvinkhangh Slip* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *75 lbs* in Donkey Boiler

Last Survey No. Port

Particulars of Examination and Repairs (if any) *bocking*

(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? ✓

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

Propeller shaft drawn in for examination, & found to be so badly corroded at aft end of after liner, as to be unfit for further use.

New propeller shaft fitted. Stern bush refitted with lignum vitae on under side.

Examined sea cock, & propeller fastenings externally, & found good.

General Observations, Opinion, and Recommendation:— *The machinery of this*

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 9, 92, B.&M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

vessel is, in my opinion in safe working condition and eligible to remain as classed without fresh record.

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

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

*State if Certificate is required

Committee's Minute

Assigned

TUES. 5 JUL 1893

as now note non limit



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State if a Report is also made or if not, together, and when, to

*Certificate to be sent to

Form No. 9—Transfer Ink—5,000/2/10/93.

Insert Character of Ship and Machinery precisely as in the Register Book.

Lead shaft removed on acc of corrosion
stem and partly rotted

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

Vessel name to be removed
from Anti-bird

[Signature]
2/1/98

N.B.—If this Report is copied by Copying Press, special 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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