

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

Date of writing Report 19 August 1898 When handed in at Local Office 19 Aug 1898 Port of Glasgow (Received at London Office TUES. 23 AUG 1898)

No. in Reg. Book. 112 Survey held at Glasgow Date, First Survey and Last Survey 11th Aug 1898

on the Machinery of the Wood, Iron or Steel & Smit Margaret Master Harriam

Tonnage Gross 478 Net 146 Vessel built at Bowling By whom Scott 1624 When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

Registered Horse Power 80 Engines made at Glasgow Owners J. Austin & Co Port Dublin Voyage Cashier

No. of Main Boilers 1 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 lb in Donkey Boilers 120 lb If Surveyed Afloat or in Dry Dock in (State name of Dock.) in

Last Survey No. Port

## Particulars of Examination and Repairs (if any) Furnaces

(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.)

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).
<u>+100 A1</u>	<u>+line 4, 98</u>	<u>B.S. 2, 98</u>
<u>2, 98.</u>		
<u>S. S. No. 2-97</u>		

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

A crack had developed at the inner end of the port wing furnace where flanged to the back tube plate. The defective part has now been cut out and a metal patch fitted.

## General Observations, Opinion, and Recommendation:—

(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 are in good and efficient condition and eligible in my opinion 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)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me, 18

\* State if Certificate is required

Committee's Minute

Assigned

FRI. 26 AUG 1898

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



Lloyd's Register  
Foundation  
GLS181-0349



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.

not was furnace repaired

16th submitted that  
the boiler was  
made as Old Seal.

18/11/27  
18/11/27



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