

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

(Received at London Office MUN 24 APR 1899)

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

No. in Reg. Book 366 Survey held at Lion Date, First Survey and Last Survey 13<sup>th</sup> April 1899 (No. of Visits 1)

SS on the Machinery of the Wood, Iron or Steel S.S. Marlay Master

Tonnage { Gross 795 Net 340 Vessel built at Belfast By whom Tottenham Cliffs When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

Registered Horse Power 170 Engines made at Do Owners J. & C. McComish & Co. Ltd. Port Dublin Voyage Coasting

No. of Main Boilers 2 No. of Donkey Boilers 1 Steam Pressure— in Main Boilers 91 in Donkey Boilers 90 X Surveyed Afloat or in Dry Dock Lion (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.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A.1.4-98 SS Spec 101.94		BS-4-98 +LMC 10-94

Last Survey No. Port  
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?  To 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 under steam?

Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? 3/16"

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 3/16"

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 sea worth propeller & machinery examined externally & found in good order*

General Observations, Opinion, and Recommendation:— *As far as seen 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. 9,97, B.&M.S. 9,97 or X.L.M.C. 9,97, 140 lb., F.D., &c.)

*Machinery of this vessel is in good order in my opinion slight to remain as done*

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	

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

State if Certificate is required  
Committee's Minute

TUES. 25 APR 1899

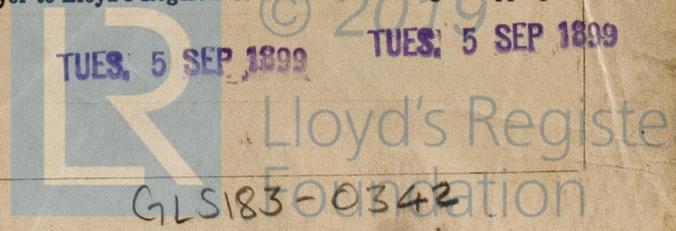
FRI. 5 MAY 1899

TUES. 5 SEP 1899

TUES. 5 SEP 1899

Assigned

*Deferred*



GLS183-00342

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

\*Certificate to be sent to

S. S. N: 2. due 19. 98.

Sum  
30  
1884

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

X C A

27. 4. 99.

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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