

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

(Received at London Office

SAT. JAN 27 1900

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 and Last Survey 24th Jan 1890  
 on the Machinery of the Wood, Iron or Steel S.S. Eusham Master  
 Tonnage { Gross Vessel built at Glasgow By whom Taylor & Mitchell When 1901 YEAR. MONTH.  
 { Net Engines made at Glasgow When 1901 Boilers, when made (Main) 1901 (Donkey) 1901  
 Registered Horse Power Owners J. White Port Voyage  
 No. of Main Boilers one ☒ Surveyed Afloat or in Dry Dock (State name of Dock.)  
 No. of Donkey Boilers one  
 Steam Pressure in Main Boilers 160 lbs  
 in Donkey Boilers 80

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

(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 being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.)

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

Donkey "

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?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

In consequence of a wire rope having got entangled round the propeller shaft, the vessel was put by the head and the guard ring, pine stem bush end, propeller & fittings examined and found in good order.

## General Observations, Opinion, and Recommendation:—

The machinery of this vessel is now in good order and in my opinion eligible to have certification as recommended in my entry Report—  
 Glasgow No 17640

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

State if Certificate is required

Committee's Minute

Assigned see minute on Gls. Rpt. 17640

TUES. 30 JAN 1900

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

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Lloyd's Register  
FARK 350-0056



6. Acc. of every rope having got  
tangled round propeller, propeller  
spackings etc. examined.

It is suggested that  
vessels vessel is eligible to  
remain as C.L.D.S.S.D.

Cent.

27.1.00

*[Signature]*  
27.1.00

used by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Did the  
Do.  
Is this  
Will it  
Is this



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Foundation