

No. 9389

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

Writing Report 3 Dec 1894 When handed in at Local Office 3-12-1894 Port of Hull

Survey held at Hull Date, First Survey Nov 23rd Last Survey 30 Nov 1894
(No. of Visits 2)

on the Machinery of the ~~Wood~~ Iron or Steel ~~Steamer~~ Lorne Master

Gross 1143 Net 733 Vessel built at Hull By whom Elliot Hooper When 1873 Boilers, when made (Main) 1883 (Donkey) 1894
Engines made at Hull Owners W & Bailey Port Hull Voyage Baltic

Donkey Boilers one Pressure 80 If Surveyed Afloat or in Dry Dock both in and out (State name of Dock.)

Survey No. Port Particulars of Examination and Repairs (if any) Completion 7 Nov 2 Survey

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 now expired. Machinery and Boiler Surveys (including date of N.B., if any).

+ 90 PSI 1-93. S.S. Rule No 3-1-86 65 Huh. Not 90

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

Donkey " " " " " " " " " " " "

as not done, state for what reasons?

at parts of the Boilers could not be thus thoroughly examined?

at 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?

Surveyor examine the Safety Valves of the Main Boiler?

pressure were they afterwards adjusted under steam?

Surveyor examine the Safety Valves of Donkey Boiler?

pressure were they afterwards adjusted?

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

The Main Boiler opened out and examined internally

and externally Condition good. Safety Valve and Boiler mounting

repacked and made good. Examined under steam and The

Safety Valve set to blow at 80 lbs per square inch.

New donkey Boiler now fitted all Boiler mountings

and Safety Valve new. The Boiler examined under steam and

Safety Valve set to blow at 70 lbs per square inch.

The Propeller shaft & Jar as seen good. Stem lock good

connections repacked and made good. Condenser good.

in vessel has only one discharge valve which has been examined The

other discharges are direct on the ship's side without valves.

The Propeller shaft new Jan 1893 Hull Report No 8515

New bottom main bearing brasses now fitted Blank shaft

rod.

General Observations, Opinion, and Recommendation:—The Boiler and Machinery

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. 4, 04, B.A.M.S. 4, 04 or S.L.M.C. 4, 04,

140 lb., F.D., &c.)

This vessel are now in my opinion in safe working condition and

fit to remain as classed. The case is respectfully submitted

The Notification L.M.C. 12.94. in The Register Book. The vessel name

is removed from List for donkey Boiler

or Registration Fee (per Sec. 27) 2/6 : : Fees applied for

Fee (per Section 28) 2/3 : 10 : 0 3/12 18 94

Damage Fee (per Section 29) 2/6 : : Received by me,

ing Expenses (if chargeable) 2/6 : : 11.12.18 94

If Certificate is required

Committee's Minute

Signed W.C. 11.94

94

W.C. 11.94

FRIDAY 7 DEC 1894

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

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HVL409-0315

On acct of tear & wear. A new donkey boiler
was fitted. and a few minor repairs were
effected to the main boiler & machinery

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 for
Record L.M.C. 11-94

NDB 94. and 70 lbs.
The vessel's name to be
removed from the limited
list for the donkey boiler

N.A.
4-12-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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