

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

47875  
11/12/87

(Received at London Office,)

No. \_\_\_\_\_ Date of Writing Report \_\_\_\_\_ 188 \_\_\_\_\_ Port of \_\_\_\_\_  
 No. in Survey held at London Date, first Survey 23<sup>rd</sup> Nov Last Survey 30<sup>th</sup> Nov 1887  
 Reg. Book. \_\_\_\_\_ (No. of Visits 2)  
160 on the Machinery of the S. S. Inverlay Tons, Net 827 Gross 1289  
 If Surveyed Afloat or in Dry Dock Alford Stk Vessel built at Dundee in 1883 Engines made in 1883  
 (State name of Dock.)  
 No. of Main Boilers \_\_\_\_\_ Made in 1883 Donkey Boiler made in 18 \_\_\_\_\_ Working Pressure, Main Boilers 85 lbs.;  
 Working Pressure, Donkey Boiler \_\_\_\_\_ lbs.; Owners C. Barrie Port Dundee  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery 100A1. 5.87  
 (As in Register Book.)

Particulars of Repairs and Examination Damage. + LMC. 5.87.  
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? \_\_\_\_\_

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? \_\_\_\_\_

The crankshaft cylinders slides and pumps were opened out and found good except the crankshaft which contained circumferential flaws in the forward fillet of aft pin & in the aft fillet of forward pin. Two bolts have been fitted through the crank pins. Examined Seacocks & connections & found them good.

General Observations, Opinion, and Recommendation:-- As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed provided the crankpins be again examined within a period of 6 months.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	188
Special Damage, Fee (per Section 28)	£	3	3	} received by me, 188
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute **FRIDAY 9 DEC 1887**

Assigned \_\_\_\_\_



LON 681-0463

It is submitted that this vessel  
is eligible to remain as classed  
subject to the resurvey of  
crankshaft in 6 months

W.F.

6/12/87



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