

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

5-1731

No. *707* Date of Writing Report *31 March 1891* Port of *London* (Received at London Office, THURS. 2 APR 1891)
 Reg. Book. Survey held at *London* Date, first Survey *28 March* Last Survey *28 March 1891*
 on the Machinery of the *S.S. "Morayshire"* Master *B. Coull* No. of Visits *1*
 Tonnage Gross *2822* Net *2481* Vessel built at *Newcastle* By whom *Robt. Mawthorpe & Leslie* When *1890* Boilers, when made (Main) *1890* (Donkey) *1890*
 Registered Horse Power *300* Engines made at *Donkey* Owners *Turnbull Martin & Co.* Port *Glasgow* Voyage *✓*
 No. of Main Boilers *3* If Surveyed Afloat or in Dry Dock *Dry dock* Class of Vessel & Machinery *1-100 A1 9.90*
 Steam Pressure in Main Boilers *160 lb* (State name of Dock.) *Gullwall* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *1-LMC 2.90*
 in Donkey Boiler *✓*

Last Survey No. *Port*

Particulars of Examination and Repairs (if any)

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)

Repairs due to other causes. State also the dates and initials of any letters respecting this case. Repairs on account of Damage should be separated from

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?

*Examined Propeller, sea connections & their fastenings
 found all in good working order*

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

*So far as seen the machinery
 of this vessel is in good working order and in my opinion
 eligible to remain as classed in Register Book*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

Committee's Minute *TUES. 7 APR 1891*

Assigned *As now*



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 Foundation

LON 692-0330

If a Report is also sent to the Ship, it must be sent to the Surveyor, and when, one will be sent.

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

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

6. 3. 91

C.P.S.

