

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

5-1731

No. \_\_\_\_\_ 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<sup>th</sup> March Last Survey 28<sup>th</sup> March 1891

707 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 R. W. Mawthorpe & Leslie When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

Registered Horse Power 300 Engines made at \_\_\_\_\_ When \_\_\_\_\_

No. of Main Boilers 3 Owners Lurnbull Martin & Co. Port Glasgow Voyage \_\_\_\_\_

Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock Dry dock (State name of Dock.) Gullwall Class of Vessel & Machinery 1-100 A1 9.90

in Donkey Boiler \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1-LMC 2.90

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 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?

*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.)

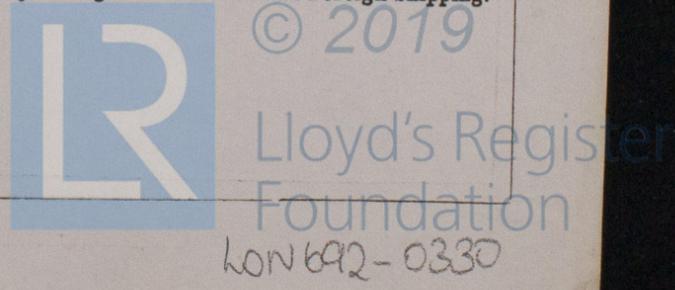
*So far as seen the machinery of this vessel is in good working order and in my opinion eligible to remain as classed in Register Book*

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

*R. W. Mawthorpe*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **TUES. 7 APR 1891**

Assigned As now



If a Report is also sent to Ship, it is not to be sent to the Register Office. The Surveyor is requested not to write on or below the space for Committee's Minute.

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.

