

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

(Received at London Office TUES. 29 SEP 1891)

No. 26 Date of Writing Report Sept 24<sup>th</sup> 1891 Port of London  
No. in Reg. Book 26 Survey held at London Date, first Survey - Last Survey Sept 24<sup>th</sup> 1891  
on the Machinery of the s.s. "M'Garret" Master Thorman No. of Visits 1  
Tonnage Gross 1431 Net 926 Vessel built at North Shields By whom J.W. Smith. When 1883 11  
Registered Horse Power 150 Engines made at Newcastle When 1883 Boilers, when made (Main) 1883 (Donkey) 1883  
No. of Main Boilers 2 Owners M'Garret & Co. Ltd. Port London Voyage West Indies.  
Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock London Class of Vessel & Machinery +100 A.I. 1-9  
in Donkey Boiler 91 1/2 (State name of Dock.) Docks (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) June 9-88  
Last Survey No. 1-88 Port L.H. 25 Nov-88 B.S. 3-90

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 Main Boiler separately and make a thorough examination at this time?  
Do. " Donkey " " "  
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?  
Did the Surveyor examine the Safety Valves of the Main Boiler?  
At 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?

The main safety valves blew at 70th per sq inch pressure. Steam was not raised in the donkey boiler.

The Superintendent Engineer promises to have the boilers ready for setting safety valves when the vessel returns from the present voyage.

General Observations, Opinion, and Recommendation:— So far as seen this vessel's machinery is in safe working order and is eligible in my opinion to remain as classed and to have B.S. 6-9 recorded when the main & donkey safety valves have been adjusted under steam.

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

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

Committee's Minute 2 OCT 1891

Assigned Note for Completion



It is submitted that this  
vessel will be eligible for the  
record BS 6.91 when  
the double bottom safety  
valve has been adjusted.

C.E.S.

30.9.91

