

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 24th 1891* Port of *LONDON*

No. in Reg. Book *26* Survey held at *LONDON* Date, first Survey *—* Last Survey *Sept 24th 1891*

on the Machinery of the *cs "M'Garel"* Master *Thornau* 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 *Two* Owners *M'Garel & Co* Port *LONDON* Voyage *West Indies*

Steam Pressure in Main Boilers *Both* If Surveyed Afloat or in Dry Dock *LONDON* Class of Vessel & Machinery *+100 A.1. 1-91*

in Donkey Boiler *✓* (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 *LONDON* *20 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:—

(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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

As 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. 6-91 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)	£	:	:		

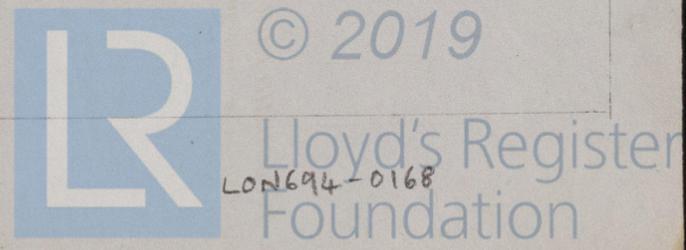
J.P. Cornish
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute **FBI 2 OCT 1891**

Assigned *Note for Completion*

State if a Report is also now sent on the Ship or if not whether, and when, it will be sent.

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



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

C.S.P.

30.9.91

