

52780

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

(Received at London Office) MON. 7 MAR 1892

No. \_\_\_\_\_ Date of Writing Report 5<sup>th</sup> March 1892 Port of London

No. in Reg. Book 13 Survey held at Londonderry Date, first Survey \_\_\_\_\_ Last Survey 29<sup>th</sup> March 1892

on the Machinery of the S/S Hairnshaw Master P. Halli No. of Visits 1

Tonnage { Gross 3420 Vessel built at Newcastle By whom Warrthorn Rula & Co. When 1889 8

Net 2428 Engines made at \_\_\_\_\_ When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

Registered Horse Power 306 Owners Elderslie S.S. Co. (Limd) Port Glasgow Voyage ✓

To. of Main Boilers \_\_\_\_\_ If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery +100 AI

Steam Pressure in Main Boilers 160 (State name of Dock.) James Iron Works (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 9.91

in Donkey Boiler \_\_\_\_\_

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Condition

(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?

*Vessel placed in dry dock.*  
*Examined propeller & fastenings, all blades renewed. Satisfactory.*  
*" all sea connection fastenings - found same good.*

General Observations, Opinion, and Recommendation:— *The machinery of this vessel as far as seen is in safe working condition, and in my opinion eligible to remain as classed.*

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

Office or Registration Fee (per Sec. 27).....	£	3	Fees applied for
Survey Fee (per Section 28).....	£	18	18
Special Damage Fee (per Section 28).....	£	18	Received by me,
Travelling Expenses (if chargeable).....	£	18	18

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

Committee's Minute FRI 11 MAR 1892

Assigned as now

State if a Repr...  
16-L.R.P.H. Form No. 2 - Transfer Ink - 5,000, 18901  
(The Surveyor are requested not to write on or below the space for Committee's Minute.)



N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

N.A.  
9.3-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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