

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

SAT. 14 MAY 1892

(Received at London Office)

To. Date of Writing Report 14 5 92 18 Port of  
 To. in Survey held at London Date, first Survey Mar. 29 Last Survey May 12 1892  
 Book. on the Machinery of the S. S. Progress Master No. of Visits 14  
 Gross 4114 Vessel built at St. Gloger By whom Murdoch & Murray When 1883-9  
 Net 231 Engines made at Gloger When 1883 Boilers, when made (Main) 1883 (Donkey)  
 Registered 65 Owners R. B. Ballantyne & Co Port Gloger Voyage  
 Horse Power of Main Boilers 1  
 Steam Pressure 80 lbs. If Surveyed Afloat or in Dry Dock Nelson Slipway Class of Vessel & Machinery - 1-100 A1  
 Main Boilers 80 lbs. (State name of Dock.) (As in Register Book, including dates of L.N.C.C. 1.89  
 Special Surveys of Ship and of last Boiler Survey.) B.S. 4.91  
 Donkey Boiler 40 S.S. Div. No 3-1.89.  
 Last Survey No. Port

## Particulars of Examination and Repairs (if any) Compltn. of B.S. &amp; Dam.

(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 " " "

Why was not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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?

What pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

What pressure were they afterwards adjusted?

Vessel placed on Patent Slip. Sea commns. exd. & found in good  
 condtn. Propells. showed signs of being slack on ship. recommend.  
 it to be set back for exam. when it was found that the Key was  
 bearing too hard on crown, now replaced, properly fitted  
 Vessel having been aground, the boiler was found to be shifted  
 on the chocks, on examining this, a quantity of salt & dirt was found  
 lying in ash pits, recommend. furn. to be cleaned out for further exam.  
 when the bottom of comb. cha. was found much patched, on removing  
 these the plate was found thin. All the defective parts have now  
 been cut out & rivtd. patches & new stays fitted, & new chocks  
 Which boiler Safety Valve lifted at 40 lbs.

## General Observations, Opinion, and Recommendation:— As far as seen this vessel

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

appears eligible in my opinion to remain as classed.

Fee or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ ✓ : ✓ :  
 Special Damage Fee (per Section 28) £ 2 : 2 :  
 Selling Expenses (if chargeable) £ : :  
 Fee if Certificate is required

Fees applied for

24/5/1892

Received by me,  
25/5/1892Geo. E. Wilson  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

FRI 11 AUG 1893

FRI 12 MAY 1893

Committee's Minute TUES. 24 MAY 1892

TUES. 2 MAY 1893

Signed

B.S. 12, 91



© 2019

Lloyd's Register  
Foundation

WON 646-0190



*It is submitted that  
this report as copied  
remain AS CLASSED and  
to have the notification  
BB 12-91 recorded  
C&H  
285-92*

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.



© 2019

Lloyd's Register  
Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.