

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

53086

(Received at London Office)

TUES. 7 JUN 1892

No. _____ Date of Writing Report 4th June 1892 Port of London

No. in Reg. Book. 731 Survey held at London " Sp. Morayshire Date, first Survey _____ Last Survey 4th June 1892

on the Machinery of the _____ Master B. Cull No. of Visits 1

Tonnage { Gross 3822 Net 2481 Vessel built at Newcastle By whom R. & H. Hawthorn Leslie & Co. Ltd. When 1890 2

Registered Horse Power 300 Engines made at _____ When 1890 Boilers, when made (Main) 1890 (Donkey) 1890

No. of Main Boilers 3 Owners Edwards & Co. (Linn.) Port Glasgow Voyage _____

Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery 1-100 A1

in Donkey Boiler _____ (State name of Dock.) James's Lane Works (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 10 91

Last Survey No. _____ Port _____ -LMC 2.90

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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Boiler Survey not due

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? No

At what pressure were they afterwards adjusted under steam? /

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted /

Vessel placed in dry dock
Examined propeller, stern bush & sea Connection fastenings, all
found in good order.

General Observations, Opinion, and Recommendation:— The machinery as far as

(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. 1,01, B.C.M.S. 1,01 or L.M.C. 1,01, as the case may be.)

seen is in good working order and in my opinion the vessel
is eligible to remain as classed in the Register Book

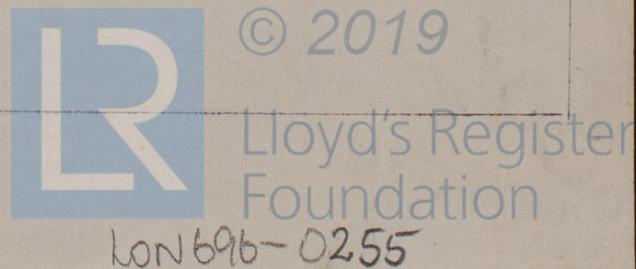
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	

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

*State if Certificate is required _____

Committee's Minute FRI 10 JUN 1892

Assigned As now



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

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

*It is submitted that
this vessel is eligible to
remain AS CLASSED.*

CWS

8692

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation

THIS COPY OF THIS REPORT IS THE PROPERTY OF LLOYD'S REGISTER FOUNDATION AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE EXPRESS WRITTEN PERMISSION OF LLOYD'S REGISTER FOUNDATION.