

53278

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

(Received at London Office)

THURS. 11 AUG 1892

No. _____ Date of Writing Report 10th Augth 1892 Port of London

No. in Reg. Book 1134 Survey held at Filbury on the Machinery of the S.S. "Clyde" Date, 1st Survey 8th Augth Last Survey 8th Augth 1892 Master Anderson No. of Visits 1

Tonnage { Gross 8898 Net 2506 Vessel built at Glasgow By whom J. Elder & Co^{ys} When 1891 10

Registered Horse Power 650 Engines made at L. When 1888 Boilers, when made (Main) 1888 (Donkey) 1888

No. of Main Boilers Two Owners Orient St. Nav. Co^{ys} Port Liverpool Voyage Australia

Steam Pressure—
in Main Boilers 150 If Surveyed Afloat or in Dry Dock Dry at Filbury Class of Vessel & Machinery -A1*1
in Donkey Boiler ✓ (State name of Dock.) Filbury (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 492

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Condition +NE-B.188.+LMC.188.

(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? Yes

Do. " Donkey " " " No

Why was this not done, state for what reasons? Not due

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? No

What pressure were they afterwards adjusted under steam? ✓

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

What pressure were they afterwards adjusted? ✓

The vessel was placed in dry dock
Propeller, stern bush and all sea connection fastenings
examined & found in good order.

General Observations, Opinion, and Recommendation:— The machinery of this
(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.)
vessel as far as seen is in good working order, and
in my opinion eligible to remain as classed

Fee or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	10
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
				Received by me,
				10

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

Committee's Minute FRI 12 AUG 1892

Assigned As now

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

*It is submitted that
this vessel is eligible to
remain as CLASSED*

*C.W.P.
11.8.92*

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