No. 524539

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

(Received at London Office THURS. 15 JUN 1893)

Date of writing Report June 14 18 93 When handed in at Local Office 18 Port of London.

No. in Reg. Book. 760 Survey held at London. Date First Survey and Last Survey June 14 1893 (No. of Visits one.)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "MORAYSHIRE" Master Coull.

Tonnage { Gross 3822 / Net 2481 } Vessel built at Newcastle. By whom Hawthorn Leslie & Co. When 1890 - 2.

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

No. of Main Boilers two Owners Alderslie S.S. Co Ltd Port Glasgow. Voyage Australia

Steam Pressure in Main Boilers 160 lbs. If Surveyed ~~Afloat or~~ in Dry Dock Millwall Dry Dock (State name of Dock.)

in Donkey Boiler -

Last Survey No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned if not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1. 12-92.		✠ L.M.C 2-90.

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

Particulars of Examination and Repairs (if any) Condition.

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? 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? -

If the Survey is not complete state what arrangements have been made for its completion? Completed.

Examined propeller, stern bush, & sea connections fastenings, all found to be in good condition

THE ENGAGEMENT FEE REGISTERED

General Observations, Opinion, and Recommendation:— This vessel's machinery is now 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. 9.92, B.&M.S. 9.92 or ✠L.M.C. 9.92, as the case may be.)

far as seen in good condition & in my opinion the vessel is eligible to remain as classed without fresh record of survey.

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

*State if Certificate is required

F. M. Salmon

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

Committee's Minute TUES. 18 JUL 1893 TUES. 30 JAN 1894 FRIDAY 23 DEC 1904

Assigned as now

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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LON699-0261

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

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.

15/7/93 –

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