

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

(Received at London Office 16/9/93)

Date of writing Report 16. 9. 93 18 When handed in at Local Office 18 Port of London  
No. in Reg. Book. Survey held at London Date, First Survey 7 Last Survey July 7<sup>th</sup> 1893  
1103 on the Machinery of the Wood, Iron or Steel S.S. Swan Master (No. of Visits 1)

Tonnage { Gross 1231 Net 778 Vessel built at Pt. Glasgow By whom Blackwood & Gordon When 1880 - 9  
Registered Horse Power 110 Engines made at do. When 1880 Boilers, when made (Main) 1880 (Donkey)  
No. of Main Boilers 1 Owners Gen. Stm. Nav. Co. Port London Voyage  
Steam Pressure in Main Boilers 65 N. Surveyed Afloat or in Dry Dock River  
in Donkey Boiler (State name of Dock.)

Last Survey No. 53989 Port Non  
Particulars of Examination and Repairs (if any) Annl. B.S.

(Periodical Surveys, when held, must be reported in detail and serialim 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.

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.	Machinery and Boiler Surveys (including date of N.B., if any).
-1 100 A1 1. 93 S.S. Lon. No 3-590	-1 LMC 5.90 B.S. 4.92.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes.  
Do. " Donkey " " " " No Under Steam  
If this was not done, state for what reasons? Under Steam  
Did what parts of the Boilers could not be thus thoroughly examined?  
To 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? yes.  
At what pressure were they afterwards adjusted under steam? Not adjusted  
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?

Main boiler examd. internally & externally. The furnaces were found to be more or less deflected & stayed, the tube plates cracked & patched & combustion chamber sides & tops bulged  
Safety valves found in good condtn.

The correspondence attached. It will be seen that the pressure has been reduced to 70 lbs which in my opinion may be considered satisfactory

This report was delayed in hopes of completing survey - viz: the Main boiler & Safety valves to be examd. & all the Safety valves adjusted under stn: for which no opportunity has been afforded.

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. 9,92, B.&M.S. 9,92 or L.M.C. 9,92, as the case may be.) appears eligible to remain as classed at the reduced pressure of 65 lbs & subject to the boiler being renewed as recommended.

The fee to be charged when survey is completed viz: Main boiler & Safety valves to exam: & all valves tested under stn.

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

TUES. 8 MAY 1894  
Geo. E. Nicolson  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\* State if Certificate is required  
Committee's Minute TUES. 19 SEP 1893

Assigned Deferred for Chief Engineer  
24 when re Surveyor to report  
Deferred for completion  
24 when re

NO. Ship also now sent

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

100700-0057



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.

subject to a new main  
hoiler being fitted as  
soon as possible -  
The working pressure in  
the main time  
to be 65 lbs per  
sq in -

mb  
18/9/93-



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