

(Received at London Office) THURS. 28 OCT 1893

Date of writing Report *Oct 25* 18 *93* When handed in at Local Office 18 *Port of London*
 No. in Reg. Book. Survey held at *London* Date, First Survey *Sept 26th* Last Survey *Oct 24* 18 *93*
16 on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. NAIRNSHIRE* Master *Wallace* (No. of Visits *Eight*)
 Tonnage { Gross *3720* Vessel built at *Newcastle* By whom *Hawthorn Leslie & Co.* When *1889* YEAR. MONTH.
 { Net *2428* Engines made at *Do* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*
 Registered { *306* Owners *(Lumbull, Martin & Co)* Port *Glasgow* Voyage *Australia*
 Horse Power { *3* If Surveyed Afloat or in Dry Dock *James W. & Co Dry Dock* Particulars of Classification (which must be inserted
 o. of Main Boilers *16* in Main Boilers *16* (State name of Dock.) *& S.W. India Dock* precisely as in Register Book & Supplements).
 in Donkey Boiler *90*

Last Survey No. *Port*
Particulars of Examination and Repairs (if any) S.S. No. 1.

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.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do.	"	Donkey	"	"	"
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If this was not done, state for what reasons?

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?

At what pressure were they afterwards adjusted under steam ?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted ?

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

Examined Main & Donkey Boilers internally & externally & safety valves, all found to be in good condition, except the After port furnace & the Forward Starboard furnace of the Port Main Boiler, which were found to be slightly collapsed, these furnaces have now been jacked up fair.

Also examined Cylinders, Pistons, Slide Valves, Pumps, Condensers, Crank, Thrust & Tunnel shafting, sea & bilge connections, propeller, stern tube & fastenings in dry dock, all in good condition.

The Machinery was afterwards seen under Steam & the safety valves adjusted to lift at their respective working pressures.

General Observations, Opinion, and Recommendation:—This Vessel's machinery is
(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 ~~X~~L.M.C. 9,92, as the case may be.)
Now in good condition & in our opinion the vessel is eligible to remain
as classed & have record ~~X~~L.M.C. 10.93. in the Register Book

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	5	10	26.10.18 93
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me, 31/10/18 93

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

*State if Certificate is required **TUES. 17 APR 1934**

Committee's Minute

Assigned + L.M. 6 10. 93.

TUES. 10 OCT 1894

Lon Foo - 0226

It is submitted that
this vessel is eligible for
THE RECORD + L.M.C. 10 93

On acct of some of the furnaces
being slightly collapsed, they
were set up again -

W.A.
26.10.93

