

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

(Received at London Office)

Date of writing Report *August 1 1894* When handed in at Local Office *is* Port of *London*.
 No. in Reg. Book. *762* Survey held at *London* Date, First Survey *July 26* Last Survey *July 30* 1894
 on the Machinery of the *Wood, Iron or Steel* *S.S. BUTESHIRE* Master *John*
 Tonnage { Gross *5574* Net *3636* Vessel built at *Newcastle* By whom *Hawthorn Leslie & Co.* When *1893* Boilers, when made (Main) *1893* (Donkey) *1893*
 Registered Horse Power *500* Engines made at *Do* Owners *J. & W. Martin & Co. Ltd* Port *Glasgow* Voyage *Australia*
 No. of Main Boilers *2* If Surveyed *Afloat or in Dry Dock* *James L. Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 No. of Donkey Boilers *1* in Main Boilers *160 lbs* in Donkey Boilers *100 lbs*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Condition*

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

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 propeller, stern bush, & sea connections fastenings, found one blade of propeller broken off at the root, otherwise all in good condition.

A new blade has now been fitted.

100 A-1.
12.93.

L.M.C.
12.93.

General Observations, Opinion, and Recommendation:—*This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is now eligible to remain as classed*

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

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

*State if Certificate is required.

Committee's Minute

FRIDAY 3 AUG 1894

Assigned



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LON702-0484

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

*Certificate to be sent to

16-LRPH-Form No. 9—Transfer Ink—3,000, 4/1/94.

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

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

on account of Propeller
being broken

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.

A new blade has been
fitted

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

A R R

2-8-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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