

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

(Received at London Office) MON. 5 DEC 1894

Writing Report 30th Nov. 1894, when handed in at Local Office

is Port of London

Survey held at London

Date, First Survey 19th Nov

Last Survey 28th Nov. 1894

on the Machinery of the ~~Wood, Iron, or Steel~~

S.S. "Celtic King"

Master W. Gibson

Gross 3738  
 Net 2429  
 Power 350  
 Main Boilers Two  
 Donkey Boilers One  
 Pressure 160  
 Main Boilers  
 Donkey Boilers 80

Vessel built at Belfast  
 Engines made at Glasgow  
 Owners A. Hughes

By whom Workman, Clark & Co.  
 When 1891 Boilers, when made (Main) 1891 (Donkey) 1891  
 Port London Voyage Australia

If Surveyed Afloat or in Dry Dock Royal Albert Dry Dock + Victoria Dock  
 (State name of Dock.)

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 how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 A1 6.94		*L.M.C. 491

Survey No. Port Part S.S. No. 1

Particulars of Examination and Repairs (if any) Part S.S. No. 1

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 the nature of the damage being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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

Did the Surveyor go inside the Donkey Boiler? No

Was the examination of the Donkey Boiler not done, state for what reasons? Not opened for examn.

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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? Not adjusted

What pressure were they afterwards adjusted under steam? No

Did the Surveyor examine the Safety Valves of Donkey Boiler? Not adjusted

What pressure were they afterwards adjusted?

Is the Survey not complete state what arrangements have been made for its completion? To be completed on vessel's return five months hence.

Now done - Vessel placed in dry dock - propeller and sea-connection fastenings examined. H.P. + I.P. cylinders, pistons and slide valves examined. All Main and tunnel bearings, I.P. + L.P. crank pins and all pumps examined.

To complete S.S. No. 1. - The L.P. cylinder, piston and slide valve, the H.P. crank pin and thrust shaft to be examined. The vessel to be placed in dry dock and the sea + bilge connections to be examined; the propeller shaft to be drawn if necessary, and examined. Both Main + Donkey boilers and the safety valves to be examined and the latter adjusted under steam to their respective pressures

General Observations, Opinion, and Recommendation: - This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed, with record of \*L.M.C. (with date) deferred until completion of above

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)	£	18

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

\*State if Certificate is required  
 Committee's Minute  
 Assigned

FRIDAY 7 DEC 1894



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 Foundation  
 LON 704-0015

The Surveyors are requested to write on the reverse side of the Report

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