

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

No. 56207

Date of writing Report 18 When handed in at Local Office 18
 No. in Reg. Book. Survey held at London Date, First Survey Jan. 7 Last Survey Jan. 10 1895
 on the Machinery of the Wood, Iron or Steel S.S. "Tourcoing" Master
 Tonnage Gross 548 Net 299 Vessel built at Glasgow By whom Mackie & Thomson
 Registered Horse Power 60 Engines made at do When 1892 Boilers, when made (Main) 1892 (Donkey)
 No. of Main Boilers 1 Owners Mead Son & Hussey Port London Voyage
 No. of Donkey Boilers 1
 Steam Pressure in Main Boilers 160 lbs. If Surveyed Afloat or in Dry Dock Limerhouse
 in Donkey Boilers 80 (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 for expiry.	Machinery and Boiler Surveys (including date of N.B., if any).
-1- 100 A1 S. 94		-1- LMC 11.92

Last Survey No. Port

Particulars of Examination and Repairs (if any) London:

(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?

Vessel placed in dry dock, sea counter examd. & found in good condn. the propeller & its fastenings sound & the tail shaft a good fit in stern bush. Crank shaft lifted, intermediate couplings bolts found to be slack, bolts now tightened out, new bolts fitted, shaft turned up in lathe & lined up in position. This was caused by wear & tear.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 1,94, B.A.M.S. 1,91 or L.M.C. 1,91, eligible to remain as classed.)

as far as seen this vessel appears eligible to remain as classed.

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

*State if Certificate is required

Committee's Minute FRIDAY 1 FEB 1895

Assigned As now

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



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LON704-0276

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-5,000, 4/4/94.

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

on account of Wear & Tear
Moderate repairs effected to

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.

Cranchall

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

ARR
29.1.95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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