

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

MON 6 MAY 1895

Date of writing Report 3<sup>rd</sup> May 95 When handed in at Local Office 18 Port of London

No. in Reg. Book 162 Survey held at London Date First Survey April Last Survey 27<sup>th</sup> April 1895

on the Machinery of the Wood, Iron or Steel S. S. "Buteshire" Master J. Cuthbert

Tonnage Gross 35 1/4 Net 36 3/4 Vessel built at Newcastle By whom R. & W. Hawthorn, Leslie & Co. When 1893 Boilers, when made (Main) 1893 (Donkey) 1893

Registered Horse Power 600 Engines made at Do. Owners Turnbull, Martin & Co. Port Glasgow Voyage Australia

No. of Main Boilers Two No. of Donkey Boilers One Steam Pressure in Main Boilers 160 in Donkey Boilers 100

If Surveyed Afloat in Dry Dock Victoria Dk, Thames (State name of Dock.) I. Wks. Dry Dk.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 5707 Port London

Particulars of Examination and Repairs (if any) Damage

(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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Not due for survey.

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? No

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? Not adjusted

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

Now done on account of damage, stated to have been caused by vessel losing her propeller blades during her last voyage. - Propeller shaft drawn inboard, examined & found in order. Propeller & sea connection fastenings examined. Lower half of stern bush re-wooded. Thrust shaft placed in a lathe and scores in collars taken out, also white metal in the nine thrust rings renewed. White metal in L. P. crank pin brasses renewed.

General Observations, Opinion, and Recommendation:—This vessel's machinery, so far as seen, is now in safe working condition and eligible, in our opinion, to remain as classed without further record of survey.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 6. 5. 1895

Survey Fee (per Section 28) £ : : Received by me, A. Elliott & Co. A. Milner

Special Damage Fee (per Section 28) £ 2 : 2 : 0

Travelling Expenses (if chargeable) less 10/- £ 4 : 0 : 0 1-18-0

\*State if Certificate is required

Committee's Minute TUES 7 MAY 1895

Assigned as now.



on out of damage  
a few moderate repairs were  
effected to the Machinery

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

W.A.  
6-5-95

N.B.—If this Report is copied by Copying Press, special 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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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