

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

(Received at London Office)

Date of writing Report Aug 20 1895 When handed in at Local Office London is Port of London WED 21 AUG 1895

No. in Reg. Book 128 Survey held at London Date, First Survey June 15 1895 Last Survey Aug 20 1895

on the Machinery of the Wood, Iron or Steel S.S. TIFESHIRE Master Wilson

Tonnage { Gross 2720 Net 2425 Vessel built at Newcastle By whom Swan Hunter When 1887. 7.

Registered Horse Power 419 Engines made at Stockton When Boilers, when made (Main) (Donkey)

of Main Boilers 3 Owners (Jumbuk Martin & Co) Port Glasgow Voyage Australia

of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock (State name of Dock) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port Particulars of Examination and Repairs (if any) Comp of B.S.

Periodical Surveys, when held, must be reported in detail and seriatim 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? Yes

Do. " Donkey " " " No

If this was not done, state for what reasons? Already examined see Lada report No 56012

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? Yes

At what pressure were they afterwards adjusted under steam? 160 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? 75 lbs.

Has the propeller shaft been drawn and examined at this time? No

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

Examined Main Boilers internally & externally & Safety valves, also propeller & sea connection fastenings, all found to be in good condition. All the Safety valves were adjusted under steam.

General Observations, Opinion, and Recommendation:— This vessel's Boilers and Machinery

(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. 4, 94, B.&M.S. 4, 94 or L.M.C. 4, 94, 160 lbs., F.D., &c.)

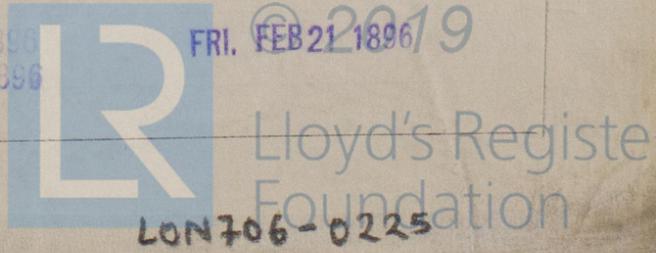
as far as sea are now in good condition & in our opinion the vessel is eligible for record B.S. 11. 94. as recommended in the Lada report No 56012.

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for	ACI
Survey Fee (per Section 23)	£ 2 : 10 : 0	21/8/95	
Special Damage Fee (per Section 23) Less 10%	£ : 5 : 0		
Travelling Expenses (if chargeable)	£ 2 : 5 : 0	28/8/95	
Received by me			

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

State if Certificate is required. Committee's Minute FRI. 23 AUG 1895 TUES. 3 SEP 1895 FRI. JAN 31 1896 FRI. FEB 21 1896/9

Assigned B.S. 11. 94 FRI. MAY 29 1896 THUR. APL 2 1896



It is submitted that
this vessel is eligible for
THE RECORD B.S. 11.94.

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.

Al.
22. 8. 95.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation