

No. 57069

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

(Received at London Office. WED. 30. 11. 95)

Date of writing Report 29 Oct 1895 When handed in at Local Office 18 Port of London

No. in Reg. Book 122 Survey held at London Date, First Survey 24 Oct Last Survey 25 Oct 1895

on the Machinery of the Wood, Iron or Steel S. S. Warran Master J. Kay

Tonnage Gross 1484 Net 747 Vessel built at Belfast By whom McIlwaine & Co When 1893 YEAR. MONTH. 11

Registered Horse Power 183 Engines made at Belfast When 1893 Boilers, when made (Main) 1893 (Donkey) 1893

No. of Main Boilers one Owners Messrs S S & Co Ltd Port Liverpool Voyage Cenaires

No. of Donkey Boilers one If Surveyed Afloat or in Dry Dock Nelson

Steam Pressure 180 lbs in Main Boilers 80 lbs in Donkey Boilers

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

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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Not open 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? ✓

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

To what pressure were they afterwards adjusted? No

Has the propeller shaft been drawn and examined at this time? ✓

If the survey is not complete state what arrangements have been made for its completion? ✓

essel placed in dry dock. Examined Propeller, Bush & all Sea Connection fastenings and found Satisfactory

2 blades of Propeller slightly bent at tip, have been straightened

General Observations, Opinion, and Recommendation:— The Machinery of this

(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. 1,01, B.&M.S. 1,01 or S.L.M.C. 1,01, 140 lb. F.D., &c.)

Vessel, so far as seen, is now in a safe working Condition and eligible in my opinion 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

Thomas R Blackie

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

\*State if Certificate is required

TUES. 5 NOV 1895

Committee's Minute

Assigned As now



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

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.

*ms*  
H-11-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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