

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

Date of writing Report *15 Feb 1896* When handed in at Local Office *17 Feb 1896* (Received at London Office *TUES. FEB 18 1896*)

No. in Reg. Book *838* Survey held at *London* Date, First Survey *13 Feb 1896* Last Survey *15 Feb 1896* Port of *London* (No. of Visits *6*)

Machinery of the *Wood, Iron or Steel* *J. J. Morayshire* Master *J. J. Morayshire*

Tonnage Gross *3822* Net *2481* Vessel built at *Newcastle* By whom *P. W. Hawthorn & Co. Ltd* When *1890* YEAR. MONTH. *2*

Registered Horse Power *407* Engines made at *"* When *'90* Boilers, when made (Main *'90* (Donkey) *'90*

No. of Main Boilers *3* Owners *Elderlie S.S. Co. Ltd* Port *Glasgow* Voyage *Melbourne*

No. of Donkey Boilers *1* Steam Pressure in Main Boilers *160 lbs* If Surveyed Afloat or in Dry Dock *Afloat in South Lock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *B.S.* Port *"*

Particulars of Examination and Repairs (if any) *B.S. + 100 At 7.95 + 2mc. 10.94*

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? *at work Donkey Boiler*

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? *not now adjusted.*

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? *On vessel's return.*

*Now done: Main Boilers examined the same was found to be generally in satisfactory condition with exception of the Cornish Chamber Crown of the Star Wing of the Star Boiler which being found bulged has now been repaired by renewing the half of this plate. After repairs these Boilers all tried under steam and Safety Valves adjusted as above.*

*To complete this survey the Donkey Boiler requires to be examined with its Safety Valves and the latter adjusted under steam. See copy of letter to Owners attached.*

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. 0.95, B.&M.S. 0.95 or L. M.C. 0.95, 140 W.P.D., &c.)*

*The Boilers of this vessel so far as now examined are in good order and in my opinion eligible to remain as classed but the fresh record of B.S. the repairs made this survey is completed.*

Office or Registration Fee (per Sec. 27) £ : : Fees applied for *18/21 96*

Survey Fee (per Section 28) £ *2:10* less 10% *2:10* Received by me, *12/21 96*

Special Damage Fee (per Section 28) £ *2:5/-* Travelling Expenses (if chargeable) £ : : *J. P. Reith* Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required Committee's Minute *FRI. FEB 21 1896* Assigned *B.S. 10.95*