

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

THUR 5 NOV 1896

(Received at London Office)

Date of writing Report *Nov. 4* 18*96* When handed in at Local Office 18 *Port of London*

No. in Reg. Book. *6* Survey held at *London* Date, First Survey *and* Last Survey *Nov. 3* 18*96*  
on the Machinery of the Wood, Iron or Steel *S.S. "Meganckie"* Master *Lugg.*

Tonnage { Gross *5532*  
Net *3613* Vessel built at *Glasgow* By whom *A. Nephew Sons* When *1896* YEAR. MONTH.  
Registered Horse Power *860* Engines made at *Do.* When *1896* Boilers, when made (Main) *1896* (Donkey) *1896*  
No. of Main Boilers *3* Owners *Jumers, Wemy, & Co. (Lm)* Port *London* Voyage *New York*  
No. of Donkey Boilers *1* If Surveyed ~~Afloat~~ in Dry Dock *S.A. Dry Dock*  
Steam Pressure— in Main Boilers *180 lbs* (State name of Dock.)  
in Donkey Boilers *80 lbs*

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 A.1. 6.96</i>		<i>L.M.C. 6.96</i>

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *Docking*

(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?

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?

*Examined propeller, stem bush, & sea connections fastenings. Found one blade of propeller broken off close to the root. Two new bronze blades have now been fitted.*

General Observations, Opinion, and Recommendation: *This vessels Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.*

Office or Registration Fee (per Sec. 27) £ : :  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : :  
*15/11 1896*

Fees applied for

*15/11 1896*

Received by me,

*15/11 1896*

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

\*State if Certificate is required

Committee's Minute *FILED 10 NOV 1896*

Assigned *As now*



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LON710-0549



Two propeller blades fitted - due to damage.

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.

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

A.E.

9/11/96.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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